



SAINT PAUL FOR ALL

2040 COMPREHENSIVE PLAN

PRELIMINARY DRAFT
NOT FOR OFFICIAL PUBLIC REVIEW
March 2, 2018

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INTRODUCTION

What is the Comprehensive Plan?

The Comprehensive Plan is Saint Paul’s “blueprint” for guiding development for the next 20 years, 2020-2040. It outlines policies that address city-wide physical development, and contains chapters on Land Use; Transportation; Parks, Recreation and Open Space; Housing; Heritage and Cultural Preservation; and Water Resources. The Plan’s core values, goals and policies reflect an understanding that how we arrange the physical elements of our city – streets, parks, housing and public infrastructure – impacts and is impacted by the people in our city. This Plan also addresses several overarching issues that are integrated into each chapter, including racial and social equity, aging in community, community/public health, economic development, sustainability/resiliency and urban design. The policies contained in the Comprehensive Plan are based on Saint Paul’s core values; history; community priorities; and emerging social, economic and environmental trends.

In Saint Paul, several other plans have been adopted over time as addenda to the Comprehensive Plan, including the Central Corridor Development Strategy, station area plans, master plans, area plans, and district plans. These documents are not being updated at this time, but will be reviewed after adoption of the 2040 Comprehensive Plan to ensure compliance.

Legal Framework

The Minnesota Metropolitan Land Planning Act requires that every city and other local government in the seven-county metropolitan region have a Comprehensive Plan with a 20-year time frame, and that it be updated every 10 years consistent with the Metropolitan Council’s regional plan (Thrive MSP 2040) and regional policy plans for transportation, parks, housing and water.

The Saint Paul Comprehensive Plan must respond to Thrive MSP 2040, as well as regional growth projections for population, housing units, and employment. Saint Paul is designated as an “Urban Center” in Thrive MSP 2040. According to the Metropolitan Council, Urban Center communities are experiencing redevelopment attracted to their vitality and amenities, often at significant densities, but face many challenges, such as land availability for redevelopment and infrastructure improvements, congestion and pollution remediation costs.

The Metropolitan Council projects that Saint Paul will grow by 30,000 residents, 13,000 households and 20,000 jobs between 2020 and 2040.

The Comprehensive Plan must plan for this growth, and chart a course for how local policies will implement regional policies. In its review, the Metropolitan Council also considers Saint Paul’s Comprehensive Plan’s compatibility with the plans of neighboring municipalities and agencies with jurisdiction within the city limits, such as watershed districts, Ramsey County and the Minnesota Department of Transportation.

Figure I-1: Growth Projections for Saint Paul

	2010	2020	2030	2040
Population	285,068	315,000	329,200	344,100
Households	111,001	124,700	131,400	137,400
Employment	175,933	194,700	204,100	213,500

Source: Metropolitan Council

Major Trends Informing Comprehensive Plan Policy

The 2040 Comprehensive Plan must take into account broader physical, economic, social and environmental trends – both current and projected – that will impact the city’s built environment over the next 20 years. These trends include:

Climate change

Cities are being increasingly challenged to find ways to reduce their dependence on fossil fuels, and build in a way that makes them more resilient to environmental threats caused by global climate change. Policies in this document speak to the need to use land and public infrastructure more efficiently by increasing densities on infill parcels, expanding our transit system to lessen dependence on automobiles, and providing for a diverse mix of land uses.

Aging housing stock and infrastructure

Currently, 72% of Saint Paul’s housing units are 50 years or older. The median construction year for all housing structures is 1949. In addition, much of the city’s infrastructure (e.g. streets and public utilities) is more than 50 years old. While older housing may initially be more affordable, the extraordinary maintenance costs could lead to neglect and loss of the stock over time. This adds to the challenge of maintaining diverse and affordable housing options in Saint Paul. As infrastructure ages and public funding to maintain, replace or expand it becomes scarcer, it could be more difficult for Saint Paul to meet the growth projections laid out for us by the Metropolitan Council.

Constrained financial resources to pay for City services and facilities

The City of Saint Paul is increasingly challenged to pay for City services and facilities, primarily due to reductions in Local Government Aid

from the State of Minnesota. Other financial stressors include increasing demands on property taxes and other public sources to pay for public services. In addition, 23% of Saint Paul’s property tax base (appraised value) was tax-exempt in 2016. According to a recent Citizens League report, to compensate for exempted properties, the City of Saint Paul requires two to three times more property tax effort from properties that are taxable than the average Metro Area city. The need is ever greater, while the financial resources are spread thinner. The City must continually work to “do more with less.”

Changing demographics

Saint Paul, like much of the region, is experiencing significant demographic changes.

Our population is becoming more racially and ethnically diverse. Between 2000 and 2015, the percentage of people of color in Saint Paul increased from 36% to 46%. The trend line suggests that Saint Paul became majority people of color in 2017. Ramsey County has increased from 13% people of color in 2000 to 30% people of color in 2014, and is projected to be at 45% people of color by 2030. Further, over the next three decades, the region will become more diverse: in 2010, 24% of the region’s population were people of color; by 2040, that number will be 40%.

Our population is aging. Ramsey County is projected to experience a 48% increase in residents 65 and older between 2015 and 2030, and another 10% increase in this age cohort between 2030 and 2040. The Metropolitan Council projects that those age 65 and older will be the fastest growing segment of our region’s population, doubling in absolute numbers by 2030 and becoming one in five of the region’s residents by 2040. This new generation of older adults will be more diverse

by race/ethnicity, live and work longer, be more independent, and want to age in their current community.

Saint Paul residents are experiencing significant gaps in education, income, employment and homeownership. In 2014, 52% of whites age 25 and older had a bachelor’s degree or higher, while only 19% of people of color were in this category. While labor force participation is nearly equal between whites and people of color (72% and 68%, respectively), the per capita income for whites in 2014 was three times that of people of color (\$39,344 vs. \$13,856). In 2014, there was a 33% gap in homeownership between white residents and people of color (61% vs. 28%, respectively).

The Metropolitan Council has identified Areas of Concentrated Poverty (ACP50) – Census Tracts where at least half of the residents are people of color and at least 40% of the residents live below 185% of the federal poverty line – and has committed to using its public resources to catalyze investment in these areas. Saint Paul’s ACP50 area shows a concentration of the highest percentages by block group of carless households, families living in poverty, non-English-speaking households, severely cost-burdened households, and population 25 years and older with no bachelor’s degree. The ACP50 area also exhibits the lowest high school graduation rates in Saint Paul. The Comprehensive Plan supports the equitable geographic allocation of public funding and investment (especially for land use, housing, transportation, public utilities and parks) to ensure that residents in these areas have the resources they need to thrive and prosper.

Challenges and Opportunities for the Future

Related to these local and regional trends is a set of challenges and opportunities that the City of Saint Paul must address in its 2040 Comprehensive Plan. Saint Paul is rich in assets that will transform the city in dynamic ways by 2040, especially as we create a framework for growth and opportunity for all our residents.

- **Equity** – How we grow, develop and invest over the next 20 years must be done in a way that reduces racial disparities in jobs, income, education and homeownership.



- **Growth and density** – In a land-locked and fully built-up city like Saint Paul, the only way to grow is by increasing densities on infill parcels as they become available for redevelopment, and by serving new development with enhanced transit options. While there are a few large infill sites that will be redeveloped over the next 20 years, much of the city's growth will come from densification on smaller, infill parcels. The challenge is to use growth to our advantage and ensure that new development is sensitive to its urban context.
- **Economic development** – To address our equity, diversity and growth goals, the City and its economic development partners must capture innovations in the marketplace (including service delivery, job training, education and new business sectors) that lead to a growing, adapting, strong local and regional economy. Saint Paul's racial and ethnic diversity is a unique asset that should be tapped to fuel economic growth, especially as it brings innovative economic models to our neighborhoods.
- **Large redevelopment sites** – For the first time in decades, several large sites are ready for major redevelopment, including Ford, Snelling Midway, West Side Flats and Hillcrest. These projects will have a significant impact on Saint Paul's vitality, tax base and livability.
- **Climate change mitigation, adaptation and resiliency** – Saint Paul signed the Compact of Mayors agreement in 2015, stating its commitment to reduce greenhouse gas emissions and increase resiliency. The challenge to achieve emissions reductions in the building and transportation sectors, the largest contributors to emissions, presents opportunities to reduce energy consumption, improve energy conservation, transition to renewable energy sources, install infrastructure for electric vehicles, and use land use and transportation strategies

to reduce the need for driving. These, along with resiliency strategies developed and implemented with an eye toward equity, can also create economic opportunity and enhance the livability of neighborhoods.

- **Designing a city for all ages and abilities** – A vital, healthy city is one where people of all ages and abilities can thrive and live productive lives. Comprehensive Plan policy needs to support mixed-use neighborhoods where housing, shopping, services and volunteer opportunities are within walking distance of one another; a full range of transportation and housing options; and a parks and open space system that meets the needs of youth and older citizens. It also needs to recognize the equity and community health aspects of aging, and ensure that there is ongoing dialogue with seniors. If successful, Saint Paul will be a city where "aging in community" is supported and celebrated.
- **Fostering the next generation** – If a city is going to grow, innovate and prosper, it must provide opportunities for its youth to grow, innovate and prosper. The same physical systems that need to accommodate an aging population need to accommodate a young population. This is especially important in the areas of education and employment and innovation.
- **New technologies and their impact on development patterns** – New technologies, such as autonomous vehicles and district stormwater systems, have the potential to significantly alter our physical development patterns. Autonomous vehicles may allow for narrower streets, require fewer parking spaces, and influence our housing patterns. District stormwater systems may allow for higher densities on larger infill sites. While the Comprehensive Plan cannot anticipate or predict all new technologies, it has to set the stage for a physical development pattern that is flexible and adaptable.

Preparing the 2040 Comprehensive Plan

The Saint Paul Planning Commission began preparing for the 2040 Comprehensive Plan in 2015. The Planning Commission ensures that the chapters respond to the regional mandate for growth, maintain a city-wide perspective, are consistent with one another, and reflect the City's core values. The Comprehensive Planning Committee of the Planning Commission was designated as the Steering Committee to provide oversight of and coordination between the chapters.

A City staff working group was created for each chapter, comprising inter-departmental staff and, where appropriate, a member of the City Commission with responsibility for Plan implementation (i.e., Parks and Recreation Commission and Heritage Preservation Commission) or staff from a partner agency with implementation responsibility (e.g. Ramsey County Parks). Each working group was led by

a City Planner, who was in charge of writing that chapter. As part of the background work for each chapter, the lead Planner reviewed the existing 2030 Saint Paul Comprehensive Plan chapter to determine what had been accomplished, what was still relevant and yet to be done, and what was no longer relevant. While each chapter's process was unique, most used the current chapter as a foundation and added community input, understanding of development trends, research, and a review of comprehensive plans of peer cities to identify issues and best practices.

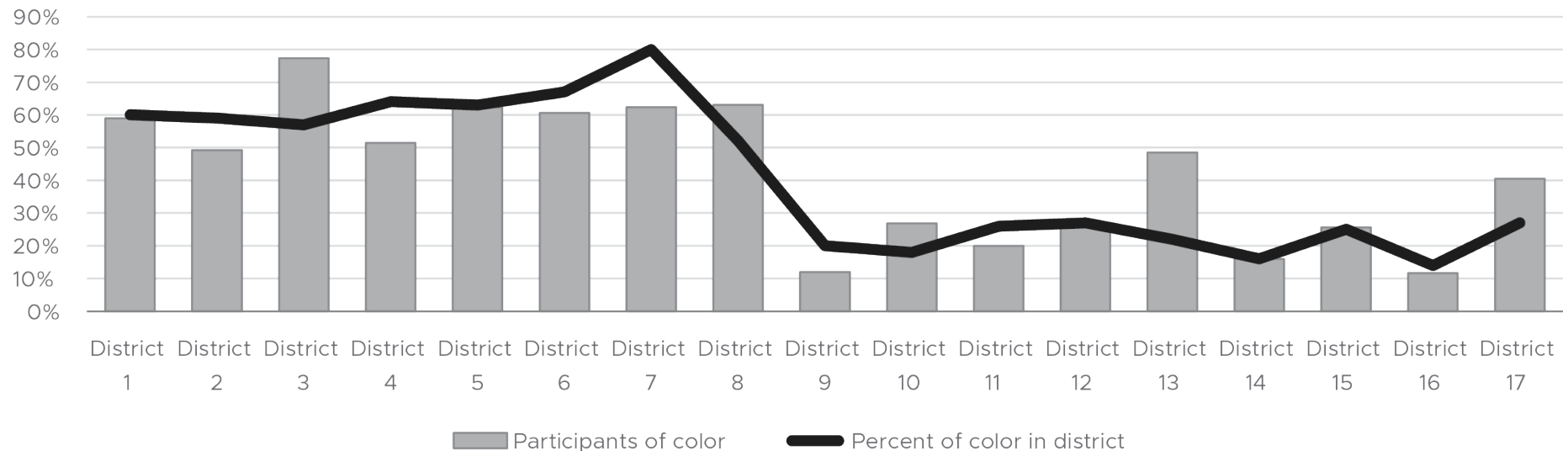
Extensive community engagement was undertaken to set the community vision and priorities for the Comprehensive Plan, and to identify issues to address within it. Our goal was to reach as many people as possible; be genuine about the role of engagement; and be representative by race, age and geography.

Major engagement kicked off in May 2016 with three broadly advertised open house events, and continued throughout 2016 into 2017

with staff attendance at community festivals, pop-up meetings in public locations, district council meetings, City department meetings, policymaker interviews, radio interviews on WEQY (Voice of the East Side) and KMOJ (The People's Station), Open Saint Paul online input, and discussions with experts and advocacy organizations. A concentrated effort was also made to meet with experts and advocacy groups to identify issues, especially regarding how racial and social equity, aging in community, community/public health, economic development, sustainability/resiliency and urban design intersect with the six chapter subjects.

During the first phase of community engagement, staff spoke with more than 2,200 people at 67 events, generating more than 3,700 comments. At least one event was held and at least 25 people were engaged in each of Saint Paul's 17 planning districts, with an average of three events and 100 people per district. During the big engagement push from May-September 2016, the 800+ people of color

Figure I-2: Racial Composition of Engagement Participants



Source: City of Saint Paul PED

engaged represented approximately 50% of the total participants compared to a city-wide population proportion of 40% (in 2010). The age of participants was also mostly representative of the city-wide population, if somewhat older.

Nine themes and priorities emerged from the community engagement.

- **Livability, equity and sustainability.** When asked about regional themes established by the Metropolitan Council, a majority of

responders said livability and equity are the most important for Saint Paul. Further public input established sustainability as also being vitally important.

- **Parks and open space.** Parks and open space, from Como Park to Swede Hollow to the Mississippi River to local playgrounds, were consistently identified throughout the city as cherished places that we should preserve and enhance.

- **Sense of community.** Many people identified social connections, diversity and their neighborhood's character – whether “vibrant” or “quiet” – as key advantages of living in Saint Paul.
- **Public safety.** People want to be safe and feel safe in their communities, and to have positive relationships with police officers. Strategic investment and thoughtful design can improve public safety, as can responsible land use, transportation and housing policies that create a livable, equitable city.
- **Road safety for walking and biking.** Pedestrian safety at crossings and improved facilities were frequently identified as issues, as were bicycle facility improvements and safety.
- **Invest in people.** Whether job training or programming at recreation centers (especially for youth), people identified this as an important issue for Saint Paul. Many commented that these investments pay dividends for livability, prosperity and public safety.
- **Jobs.** People said we need more and better jobs to allow them to provide for their families and lift up the entire community.
- **Quality affordable housing.** People said we need more affordable housing, and that existing housing must be well-maintained.
- **Saint Paul is full of opportunity sites.** The range of “places with potential” identified was astounding, including major projects like Snelling-Midway (soccer stadium area) and the Ford site; large geographies like “the East Side,” “the Green Line” or “the riverfront;” commercial corridors like White Bear Avenue or Selby Avenue; and individual sites throughout the city. People said there are gems throughout the city, ready for (re) discovery and investment.



Drafts of the plan chapters were prepared between March and December 2017, and reviewed by the working groups, appropriate City Commissions, and the Comprehensive Planning Committee of the Planning Commission. A draft of the complete plan was submitted to the Metropolitan Council in March 2018 for a preliminary review, at which time it was also sent to adjacent and affected jurisdictions per Metropolitan Council requirements. City staff met with district councils, advocacy groups, and other interested parties between April and June, and held two Open Houses in June. After reviewing comments from adjacent and affected jurisdictions, a public hearing draft was released in July 2018.

The Planning Commission held a public hearing in September and recommended a final Plan to the City Council in October. The City Council held a public hearing in October and adopted the 2040 Comprehensive Plan in November. The adopted Plan was sent to the Metropolitan Council on December 31, 2018.

People Infrastructure

The 2040 Comprehensive Plan guides how we will physically build and grow Saint Paul. While the following chapters are focused on objects, such as roads, housing, parks and land uses, at its heart, this is a plan about people. The “things” that make up our city are meaningless without people to use them. The goals and policies in this document guide how we design, build and use these physical resources, and are based on the hopes and desires of the thousands of people we spoke with in preparing the plan.

The 2040 Comprehensive Plan is a framework for where we want to go, but, ultimately, our city will grow by building relationships with people. Through these relationships, we discover our true assets, and our ability to build on these assets will determine our level of success. Based on the community vision and core values stated in this document, we can build the human capacity to fully develop a prosperous future for everyone in Saint Paul.





Vision and Core City Values

Saint Paul is a community that is welcoming to and a place of opportunity for people of all incomes, ages, races, ethnicities and abilities. It accomplishes this by addressing the place-based dimensions of our neighborhoods: embracing growth; offering a wide range of housing choices for its diverse residents; providing a transportation system that meets the needs of pedestrians, bicyclists, transit users, riders and drivers; preserving, celebrating and building on our histories; and supporting infill development that sensitively accommodates a growing, aging and increasingly diverse population. Saint Paul is defined and enhanced by its location on the Mississippi River - an economic, environmental, cultural, historic and recreational amenity that enriches our quality of life and economic prosperity.

This vision is based in the following core values.

- **Equity and Opportunity** – we are a city where race does not pre-determine opportunities in education, employment, housing, health or safety; and that creates opportunities for all residents to achieve their highest potential.
- **Building on Our Assets** – we are a city that recognizes and builds on the unique human, physical and cultural assets of our diverse residents and neighborhoods, including housing choice, a skilled workforce, multi-modal transportation networks, historic architecture and neighborhoods, our racial and ethnic diversity, a world-class parks and open space system, and a growing small business sector.

- **Resiliency and Sustainability** – we are a city that understands the importance of environmental stewardship of our abundant natural resources, and ensures that future growth protects those resources.
- **Celebrating Parks** – we are a city that ensures its parks and open space system meets the needs of a growing and more diverse population, and is accessible to all
- **Innovation** – we are a city that builds on a strong core of innovation and creativity to address our challenges, celebrate our strengths and take best advantage of our assets.
- **People-Centered** – we are a city that puts people first, recognizes and celebrates our complex and inter-related histories, and treasures our young and older residents as integral members of our community.
- **Health** – we are a city that recognizes that everything we do impacts the health of our residents; that housing, transportation, land use, parks and economic development opportunities need to be designed to enhance personal health; and that beauty in the built environment is essential to happiness and health.
- **Welcoming and Safe** – we are a city that welcomes all, where everyone feels safe and empowered to participate in decisions that impact them
- **Growth and Prosperity through Density** – we are a city that supports well-designed infill development that responds to its neighborhood context, fosters diversity and prosperity, and brings economic opportunity to all residents.
- **Integration and Coordination** – we are a City where policies, programs and departments collaborate and coordinate to provide an integrated set of services for all residents.

How to Use This Document

Guiding principles for the document are to:

1) use clear and concise language; 2) focus policies on the big picture, not on specific action strategies; 3) keep it to a manageable size; and 4) make it as user-friendly as possible. The 2040 Comprehensive Plan is the City's vision or "blueprint" for guiding future development through 2040, based on the commonly held vision of its citizens for a just, equitable city that is primed for growth, opportunity and vibrancy. It is the foundation for how the City of Saint Paul will respond to trends and guide change in the coming years. It should also be viewed by community groups, development partners, housing and transportation providers, and other governmental agencies as a guide for their work in Saint Paul.

The policies that follow will be used to (among other purposes):

Inform zoning decisions. Zoning actions must be consistent with the Comprehensive Plan. For example, per guidance in the Land Use chapter, is a parcel requested for rezoning from B3 General Business to T3 Traditional Neighborhood located along a transit-corridor or at a Neighborhood Node identified for strategic, higher-density, transit-oriented development?

Guide the expenditure of public funds through such tools as the capital improvement budget, tax increment financing and STAR. For example, per guidance in the Parks chapter, will a proposed park improvement lead to more equitable access to City parks?

Guide private investment. The Comprehensive Plan also establishes priorities for where the City wants privately funded development to occur, consistent with public investments in

housing, transportation, public utilities and parks. For example, the Land Use chapter says that high-density multi-family construction should be concentrated at Neighborhood Nodes.

Secure other public funding (grants, etc.). Regional, state and federal agencies often require projects they fund to be consistent with the applicant's Comprehensive Plan. For example, a Transportation chapter policy supporting the lessening of the impact of interstate freeways on adjacent neighborhoods would be the basis for pursuing federal funding for a "land bridge" over I-94 to reconnect neighborhoods torn apart by the construction of the freeway.





LAND USE

Introduction

The Land Use Chapter guides the overall physical layout and organization of Saint Paul. Policies set forth in this chapter promote development patterns that strengthen neighborhoods; improve walkability; increase access to housing, jobs, schools, parks and services; promote equitable access to neighborhood centers; help to reduce carbon emissions; and accommodate growth by leveraging transit investments.

As Saint Paul has developed, land uses have changed in conjunction with transportation trends, and evolving zoning regulations and market forces. The land uses that have developed over time have a close relationship to natural forms and systems in Saint Paul, including the Mississippi River. The overall composition of these natural and built characteristics influences how people live, move and do business in Saint Paul (Figure LU-1).

This chapter provides guidance by land use type and is illustrated by the Future Land Use Map (Figure LU-2), which determines where the uses are to be located over the next 20 years. The land use types are described throughout the chapter, followed by policies per land use. Household and employment growth over the next two decades is focused in Downtown, Mixed-Use areas and Neighborhood Nodes, creating compact urban development in areas with a high level of services and amenities. Ongoing investment in Urban Neighborhoods is also supported.

The following goals guide the Land Use Chapter:

1. Economic and population growth through focused growth around transit.
2. Neighborhood Nodes that support daily needs within walking distance.
3. Equitably-distributed community amenities, access to employment and housing choice.
4. Strong connections to the Mississippi River, parks and trails.
5. Infrastructure for all ages and abilities.
6. Efficient and adaptable land use and development patterns and processes.
7. Quality full-time jobs and livable wages.
8. People-centered urban design.

City-wide

City-wide land use policies cover a broad range of topics. Generally, the city-wide goals are to increase density and land use diversity at Neighborhood Nodes, focus investment along transit corridors and promote high-quality urban design. Mixed-use clusters anchor neighborhoods, provide convenient access to local services and employment, and promote vibrancy, which supports walking and reduces the amount of driving needed to satisfy daily needs. The following policies apply across the City regardless of land use category:

Policy LU-1. Encourage transit-supportive density and direct the majority of growth to areas with the highest existing or planned transit capacity.

Policy LU-2. Redevelop Opportunity Sites as higher-density mixed-use development or employment centers with increased full-time living wage job intensity (Figure LU-3).

Policy LU-3. Prioritize equitable public investments relative to areas of concentrated poverty as defined by the Metropolitan Council.

Policy LU-4. Invest in measures that minimize displacement in neighborhoods where the proximity to high-frequency transit has increased redevelopment pressure and/or housing costs.

Policy LU-5. Encourage flexible building design to ensure ongoing functionality and viability, and to respond to new market opportunities.

Benefits of Higher-Density Development

Underlying the targeted growth strategy is the assumption that higher-density development, well-designed and integrated into an existing community, will produce tangible benefits for residents, employers and employees, and the municipality in which it is located. This concept is supported by policies in this chapter.

The Urban Land Institute, in *Higher Density Development: Myth and Fact* (2005), describes the benefits of higher-density development:

- Multi-family housing is attractive for demographic groups that comprise an increasingly larger part of the Saint Paul's population – married couples without children, many of them empty nesters; single people; and other types of households. They are more likely to want to live in an urban community, close to shopping and community amenities and to their workplaces.
- Higher-density development, with more residents and more business owners, broadens the city's tax base.
- Infrastructure and public services are used more efficiently. The costs of both are lower because they are spread over more properties.
- Higher-density development brings together concentrations of people, which supports more frequent transit service and increases use.
- Higher-density, transit-oriented development often means less traffic congestion because residents make fewer and shorter non-commuting automobile trips, as shopping and amenities are close to their homes.

2040 Residential Land Use Density Ranges

Land Use Type	Base Range	At Neighborhood Node
Semi-Rural	1-4 units/acre	n/a
Urban Neighborhood	5-30 units/acre	15-55 units/acre
Mixed-Use	15-75 units/acre	20-200 units/acre
Downtown	30-300 units/acre	

Policy LU-6. Foster equitable and sustainable economic growth by:

1. facilitating business creation, attraction, retention and expansion;
2. supporting family-sustaining jobs and enhancing workers' skills to excel at those jobs;
3. growing Saint Paul's tax base in order to maintain and expand City services, amenities and infrastructure;

4. proactively directing new development to high-priority geographies, such as Neighborhood Nodes and Opportunity Sites;
5. encouraging cultural and arts-based businesses and business districts, such as Little Mekong, Little Africa, Rondo and the Creative Enterprise Zone;
6. supporting business, real estate and financial models that keep more money locally, such as locally-owned businesses,

local-prioritized employment, employee-owned businesses and commercial land trusts;

7. building and expanding neighborhood economic and cultural assets through the development of the local micro-economies of our Neighborhood Nodes; and
8. enhancing vibrant downtown neighborhoods and connecting them to the Mississippi River.

Areas of Racially Concentrated Poverty

The Metropolitan Council defines Areas of Concentrated Poverty (ACPs) as census tracts where 40% or more of the residents have family or individual incomes that are less than 185% of the federal poverty threshold. To identify areas where people of color experience the most exposure to concentrated poverty, the Met Council further differentiates Areas of Concentrated Poverty where 50% or more of the residents are people of color (ACP50s). The City of Saint Paul is using ACP50 geography as a lens to guide our approach to equitable development within the city. This approach may require investing within ACP50 areas in some cases, while investing outside them in other instances. In any case, equitable investment will require ongoing monitoring and evaluation to ensure success.

The Metropolitan Council's Thrive 2040 includes a "Statement on Equity" that lays out the Council's goals and action steps to achieve those goals. The Metropolitan Council will promote equity by:

- Using our influence and investments to build a more equitable region.

- Creating real choices in where we live, how we travel, and where we recreate for all residents, across race, ethnicity, economic means, and ability.
- Investing in a mix of housing affordability along the region's transit corridors.
- Engaging a full cross-section of the community in decision-making.

Examples of actions the Metropolitan Council will take that relate to the City's Land Use Chapter include:

- Work to mitigate Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty by better connecting their residents to opportunity and catalyzing neighborhood revitalization.
- Work with communities to create more income-diverse neighborhoods, including strategically targeted subsidies to develop market-rate housing in areas that lack market-rate options.
- Use Livable Communities Act resources to catalyze private investment in Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty.

- Conduct a regional inventory of industrial land that considers the location of industrial land relative to the potential workforce eager to access nearby higher wage job opportunities.
- Encourage preserving existing housing where rehabilitation is a cost-effective strategy to maintaining housing affordability.
- Invest in and encourage new affordable housing in higher-income areas of the region, particularly in areas that are well-connected to jobs, opportunity, and transit.
- Prioritize transportation investments that connect lower-income areas to job opportunities.
- Engage neighborhood residents in transit planning to understand how to most effectively use transit service and investments to promote access to opportunity.
- Promote transit-oriented development that ensures a mix of housing affordability in transit station areas.
- Collaborate and consult with members of the community, especially historically underrepresented populations. Work toward making decisions with people, not for people.

Policy LU-7. Evaluate land and zoning use flexibility to respond to social, economic, technological, market and environmental changes, conditions and opportunities.

Policy LU-8. Ensure that zoning and infrastructure support environmentally and economically efficient, resilient land use development.

Policy LU-9. Promote high-quality urban design that supports pedestrian friendliness and a healthy environment, and enhances the public realm.

Policy LU-10. Activate streetscapes with active first-floor uses, street trees, public art, outdoor commercial uses and other uses that contribute to a vibrant street life.

Policy LU-11. Preserve significant publicly-accessible views through the regulation of structure placement, height, bulk and scale (Figure LU-4).

Policy LU-12. Support airport safety by prioritizing compatible land uses and ensuring that building heights do not unreasonably interfere with airspace operations close to Saint Paul Downtown Airport and Minneapolis-Saint Paul International Airport.

Policy LU-13. Support strategies, as context and technology allow, to improve off-street parking efficiency, such as shared parking agreements, district ramps, car sharing and reduced parking minimums.

Policy LU-14. Ensure that stand-alone parking uses are limited, and that structured parking is mixed-use and/or convertible to other uses.

The Urban Forest

Most people know that trees provide the oxygen we need to breathe, but did you know that trees also:

- Capture fine particles on leaf surfaces, reducing the circulation of airborne particulate matter
- Provide shade, reducing the impacts of daytime heat and production of ozone
- Reduce the urban heat island effect (the tendency for built-up urban areas to retain more heat)
- Increase stormwater absorption and groundwater recharge
- Reduce rates of crime and stress
- Increase property values
- Promote outdoor exercise
- Provide natural habitat
- Enhance the landscape
- Offer an effective strategy for climate adaptation

A comprehensive list of recommendations of how Saint Paul can maximize its tree canopy are in the full HIA report, but key recommendations include:

1. City of Saint Paul should identify neighborhoods with lower canopy cover and higher rates of vulnerable populations, and target these neighborhoods for new tree planting and increased assistance.
2. The City of Saint Paul Mayor's Office should declare the stability of the urban forest a City priority.
3. Saint Paul Forestry should develop and implement a five-year community forestry master plan with measurable goals.
4. Saint Paul Forestry and Saint Paul Chamber of Commerce should work together to provide incentives to businesses and property management companies to reduce heating and cooling costs.
5. Saint Paul Planning and Economic Development should incorporate urban forestry approaches into plans for climate resilience and/or disaster preparedness as a temperature buffering and flood management strategy.

2040 Employment Density Ranges and General Land Use Mix

Land Use Type	Employment FAR	Commercial/Office/ Residential
Urban Neighborhood	0.3-2.0	5%/5%/90%
Mixed-Use	0.3-6.0	30%/30%/40%
Downtown	0.0-8.0	20%/50%/30%
Industrial	0.0-6.0	80%/15%/5%

Policy LU-15. Encourage the equitable spatial distribution of community food assets, including urban farms, community gardens, food markets, healthy retail food options and food hubs.

Policy LU-16. Promote access to sunlight for solar energy systems while accounting for the development rights of adjacent properties.

Policy LU-17. Support facilities outside public rights-of-way to support pedestrian and bicycling activity, such as sidewalk access to building entrances, adequate lighting, trails and bicycle parking/storage.

Policy LU-18. Prioritize measures to achieve a long-term goal of 40% tree canopy coverage in all neighborhoods.

Policy LU-19. Encourage private landowners to provide public access to privately-owned open spaces, and facilitate joint use of athletic fields and school playgrounds.

Policy LU-20. Support efforts to enhance biodiversity, restore native plants and protect unique natural resources.

Downtown

Downtown is the mixed-use core of Saint Paul, encompassing all the B4 and B5 Zoning Districts and most of Planning District 17. It is the oldest developed part of the city, and currently and historically has had the greatest employment and housing density in Saint Paul. Downtown is intended to continue growing and diversifying while building on its great neighborhood, commercial and cultural assets, especially its location on the Mississippi River. Improved infrastructure will enliven vitality, and safely connect people within downtown and to adjacent neighborhoods. For more detailed

guidance on the future of downtown, see the Downtown Development Strategy. The following policies apply to the Downtown land use category:

Policy LU-21. Continue to invest in Downtown and promote a broad mix of uses that attract greater numbers of people and employers to ensure Downtown's vitality as the civic, cultural and employment center of the East Metro.

Policy LU-22. Strengthen neighborhood connections to and within Downtown Saint Paul through development and improvements that support and complement Downtown businesses and urban villages.

Policy LU-23. Prioritize public and private investments in infrastructure that:

1. improve technology access to enhance conditions for a growing tech economy;
2. maintain and improve the public realm to encourage street-level pedestrian activity; and
3. support parks, green space and recreation.

Policy LU-24. Continue to strengthen Downtown as a residential neighborhood that provides services and amenities for people of all ages.

Policy LU-25. Support office and commercial development that takes advantage of Downtown's position as the office Center of the East Metro, that maximizes jobs, business and tax base growth; and meets the needs of a dynamic region.

Mixed-Use

Mixed-Use areas are primarily along thoroughfares well-served by transit. The main distinguishing characteristic is a mix of land uses within the same building or in several buildings within walking distance of one another. Historically, these areas developed in easily-accessible locations, and they will continue to be the most dynamic areas of Saint Paul. These areas are vital for the ongoing growth and economic development of the city by providing the highest densities outside of downtown. The following policies apply to the Mixed-Use land use category:

Policy LU-26. Provide for land use change and rezoning of land adjacent to Mixed-Use areas to allow for redevelopment fronting arterial and collector streets.

Policy LU-27. Support pedestrian-friendly streetscapes and visual interest through commercial building design.

Policy LU-28. Ensure that building massing, height, scale and design gradually transition to those permitted in adjoining districts.

Neighborhood Nodes

Neighborhood Nodes are compact, mixed-use areas that provide shops, services, neighborhood-scale civic and institutional uses, recreational facilities and employment close to residences. They may be neighborhood centers, transit station areas or urban villages, and have often developed adjacent to major intersections or at former street car stops. Neighborhood Nodes serve a neighborhood's daily needs, including access to food; reduce public infrastructure disparities; improve livability; and accommodate growth. The intent is for Neighborhood Nodes to be denser concentrations of development relative to the adjacent future land use categories. Neighborhood Nodes foster an equitable system of compact, mixed-use and commercial centers across the city to increase access to community services (such as health care) and businesses, and support pedestrian-oriented neighborhoods. Investment in Neighborhood Nodes will tap the economic, cultural and human assets of Saint Paul's diverse neighborhoods, and can foster micro-economies that celebrate those assets. The following policies apply to a range of land uses within the Neighborhood Nodes land use category:

Policy LU-29. Focus growth at Neighborhood Nodes using the following principles:

1. Increase density relative to underlying Future Land Use Map categories.
2. Prioritize pedestrian-friendly urban design and infrastructure that emphasizes pedestrian safety.
3. Cluster neighborhood amenities to create a vibrant critical mass.
4. Improve access to jobs by prioritizing development with high job density.

Neighborhood Node Locations

The Neighborhood Node designation is based on locations already planned for higher-density, mixed-use development in adopted small area, neighborhood and master plans; community feedback on locations with market potential and neighborhood support; review of current zoning designations; analysis of current and future land use; and locations of existing or planned transit. Analysis included reviewing historic land use maps for persistent commercial nodes and mixed-uses; comparing amenities proximate to potential nodes; and identifying public anchors such as schools, parks and libraries. A final analysis ensured that, generally, there would be a Neighborhood Node within 20-minute (or less) walk of any residence in Saint Paul. This is based on the urban design concept of "20-minute cities," where many daily services and amenities are within a 20-minute walk from the vast majority of residences. Neighborhood Nodes are designated in the following general locations, as identified in the 2040 Future Land Use Map:

- Arlington Hills/Maryland-Payne
- Baker-Smith
- Cathedral Hill
- Como-Arona
- Como-Front-Dale
- Dale Station Area
- District Del Sol
- E. 7th Street-Arcade
- Earl Station Area
- Etna Station Area
- Fairview Station Area
- Fitzgerald Park Urban Village
- Grand-Fairview
- Grand-Victoria
- Grand-W. 7th / Seven Corners
- Hamline Station Area
- Highland Village/Ford Site
- Hillcrest Golf Course
- Iowa-White Bear
- Larpenteur-Lexington
- Lawson-Payne-Wells
- Lawson-Rice-Front
- Lexington Station Area
- Lower Afton-McKnight
- Lowertown Urban Village
- Marshall-Cleveland
- Maryland-Dale
- Minnehaha-Milton/Frogtown Farm
- Mounds Station Area
- Mounds Station Area
- Phalen Village
- Randolph-Hamline
- Randolph-W. 7th/Schmidt
- Raymond Station Area
- Rice Park Urban Village
- Rice Station Area
- Riverview
- Selby-Dale
- Selby-Milton
- Selby-Snelling
- Shepard-Davern / Sibley Manor
- Snelling Station Area /Minnehaha-Snelling
- St. Anthony Village
- St. Clair-Cleveland
- St. Clair-W. 7th
- Stillwater-Iroquois
- Sun Ray Station Area
- Victoria Park
- Victoria Station Area
- Wacouta Commons Urban Village
- West Side Flats
- Western Station Area
- Westgate Station Area
- Wheelock-Arcade
- Wheelock-Rice-Larpenteur
- White Bear Station Area

Neighborhood Nodes Policy Approach

The most frequent comments received from the community for the Land Use Chapter expressed a desire to have amenities within walking distance of home, such as neighborhood businesses and grocery stores, parks, playgrounds and open space, and libraries. This goal is related to equity in that amenities and basic public infrastructure are not evenly distributed throughout the city. Increasing the number of Neighborhood Nodes from those designated in the previous 2030 Comprehensive Plan is a direct policy response to this. Over time, public and private investment in new development that increases the mix of uses and pedestrian amenities in these Neighborhood Nodes will increase amenities city-wide.

Having amenities within walking distance of home throughout the city is consistent with the way Saint Paul was planned and developed generations ago. The city was organized into “Communities” (precursors to the current District Council system) and “Neighborhoods” in the mid-20th century. Guiding design principles for Communities were “to have a set of facilities which are designed, primarily, for service to children aged 12-17 and, secondly, for service to adults.” The primary design principle for Neighborhoods (sub-sections of Communities) was that “young children aged 5-12, generally will be safe from traffic and other hazards.” (*Plan for Public Education, Recreational and Cultural Facilities, City of Saint Paul, 1960*)

There is also an increasingly rich amount of research quantifying the positive benefits of this type of development pattern. Benefits include:

- improved health;
- increased walking;
- reduced vehicle miles traveled; and
- positive equity outcomes.

(More Great Research Quantifying Smart Growth Benefits, Todd Litman, <https://www.planetizen.com/node/70261>)

These benefits show the close relationship between land use and transportation, and illustrate how we can grow in a way that achieves the improvements people want to see in their communities. Neighborhood Nodes are linked to the streets that host them. Jan Gehl points out in his book *Cities for People*:

“there is more life in urban neighborhoods when people move slowly. The goal of creating cities where more people are invited to walk and bike will bring more life to the streets and a greater wealth of experience because fast traffic will be converted into slower traffic” (p.71).

Creating a land use mix and high-quality urban design that invites pedestrians to linger at Neighborhood Nodes will make the city more walkable.

Policy LU-30. Invest in Neighborhood Nodes to achieve development that enables people to meet their daily needs within walking distance and improves equitable access to amenities, retail and services.

Policy LU-31. Establish or enhance open space close to Neighborhood Nodes, such as public parks, publicly-accessible private open spaces, and school playgrounds.

Policy LU-32. Promote amenities that support those who live and work in Neighborhood Nodes, including frequent transit service, vibrant business districts, a range of housing choices, and neighborhood-scale civic and institutional uses such as schools, libraries and recreation facilities.

Urban Neighborhoods

Urban Neighborhoods are primarily residential areas with a range of housing types. Single-family homes and duplexes are most common, although multi-family housing predominates along arterial and collector streets, particularly those with transit. Multi-family housing, schools, neighborhood parks, religious institutions and cemeteries may also be scattered throughout Urban Neighborhoods. Limited neighborhood-serving commercial may also be present, typically at intersections of arterial and/or collector streets. Urban Neighborhood is the largest land use area in Saint Paul. The following policies apply to the Urban Neighborhoods land use category:

Policy LU-33. Encourage medium-density housing that diversifies housing options, such as townhouses, courtyard apartments and smaller multi-family developments, compatible with the general scale of Urban Neighborhoods.

Policy LU-34. Provide for multi-family housing along arterial and collector streets to facilitate walking and leverage the use of public transportation.

Policy LU-35. Promote neighborhood-serving commercial businesses within Urban Neighborhoods that are compatible with the character and scale of the existing residential development.

Policy LU-36. Facilitate partnerships between public and private institutions for joint use of recreational fields, playgrounds and other community facilities and hubs to economically provide equitable access to services while minimizing the reduction of tax base.

Policy LU-37. Direct the location of new secondary schools and post-secondary educational institutions along transit routes and bicycle and pedestrian networks to provide options for students and staff, and decrease traffic congestion in adjacent neighborhoods.

Policy LU-38. Direct the location of new elementary schools to locations with safe pedestrian and bicycling networks.

Semi-Rural

Semi-Rural land is primarily large-lot, low-density residential, with more limited public infrastructure than elsewhere in the city. Development is limited by the river bluffs; preservation of green space, including the tree canopy, is emphasized. The Semi-Rural land use category is limited by geography, and is expected to remain static or even shrink over the next 20 years as properties are connected to public utilities and infrastructure. The following policies apply to the Semi-Rural land use category:

Policy LU-39. Maintain large-lot residential development with private utilities that preserves the natural ecosystem along the river bluffs.

Policy LU-40. Allow for cluster development with public utilities that preserves the natural ecosystem along the river bluffs.

Industrial

Industrial land uses are a major source for employment in Saint Paul. They have traditionally been defined as manufacturing, processing, warehousing, transportation of goods and utilities. More contemporary uses, driven by technological advances, include medical tech and small-scale production. The intent is for this land use type to remain adaptable, relevant and supportive of well-paying jobs with low barriers to entry and a growing tax base. The following policies apply to the Industrial land use category:

Policy LU-41. Identify and assemble industrial sites within close proximity to logistics networks, including river terminals, rail and other cargo/commodity shipping facilities.

Policy LU-42. Support and encourage brownfield redevelopment that increases tax base, job creation and job retention.

Policy LU-43. Retain and protect current industrial land from conversions to residential or institutional uses unless guided otherwise in a City of Saint Paul adopted plan.

Policy LU-44. Preserve the long-term tax base by evaluating the impact of tax-generating industrial land, as well as compatibility with adjacent land uses and infrastructure.

Policy LU-45. Consolidate surface parking in older industrial districts.

Policy LU-46. Pursue partnerships to improve public open space access along the Mississippi River.

Policy LU-47. Support efforts to convert former industrial buildings to complementary productive uses.

Policy LU-48. Support efforts to combine small parcels in industrial zones in order to allow for uses requiring larger building footprints.

Policy LU-49. Encourage investment in new employment uses, such as medical technology, maker space, and small-scale or custom production.

Major Parks and Open Spaces

Major Parks and Open Space land use includes regional parks, City parks larger than 200 acres, City parks adjacent to the river and parkways. This land use designation helps to connect the city's neighborhoods and acts as its "lungs," contributing to environmental quality, and providing space for recreation and respite. The Parks, Recreation and Open Space Chapter guides the City's park system.

Civic and Institutional

Civic and Institutional land use includes buildings and open space for major institutional campuses. As the host of the State Capitol and many high-quality educational institutions, Saint Paul has rich resources in this land use category. It is important to cultivate conditions that allow these uses to thrive, connect to neighborhoods and feed into the local economy. The following policies apply to the Civic and Institutional land use category:

Policy LU-50. Pursue partnerships with area colleges and universities that strengthen connections to the community and adjacent neighborhoods; and support workforce development, business creation and innovation, and retention of youth and young professionals.

Policy LU-51. Ensure institutional campuses are compatible with their surrounding neighborhoods by managing parking demand and supply, maintaining institution-owned housing stock, minimizing traffic congestion, and providing for safe pedestrian and bicycle access.

Policy LU-52. Encourage the redevelopment of surface parking lots within the Capitol Area into projects that contribute to the tax base and public realm.

Transportation

Saint Paul is a city with a rich infrastructure of multi-modal transportation systems. The Transportation land use category includes streets, walking and biking pathways, light rail and bus rapid transit routes, highways, railroads, the Mississippi River and the Saint Paul Downtown Airport. These uses are essential for interstate commerce and contribute to the local and regional and global economies. As such, it is important to provide for these uses while ensuring minimum negative external impacts to adjacent land uses. The following policies apply to the Transportation land use category:

Policy LU-53. Lessen the negative impacts of interstate highways by supporting design interventions, such as "freeway lids" and landscaping and liner buildings on new bridges, that improve connectivity, hide the road and/or reduce pollution.

Policy LU-54. Protect intermodal operations and freight railways from encroachment of other land uses that conflict with their safe operation.

Policy LU-55. Use the least amount of land practicable for transportation uses in order to maximize land for urban development.

Policy LU-56. Protect and expand river shipping terminals to strengthen the role of Saint Paul as a logistics hub of the Upper Mississippi.

Appendix A

To view the following data online, please visit our Open Information Platform at: <https://information.stpaul.gov/>









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- Map LU-2: 2040 Land Use 22
- Map LU-3: Opportunity Sites..... 22
- Map LU-4: Significant Public Views 22
- Map LU-5: Thive MSP 2040 Community Designation 22

Appendix B

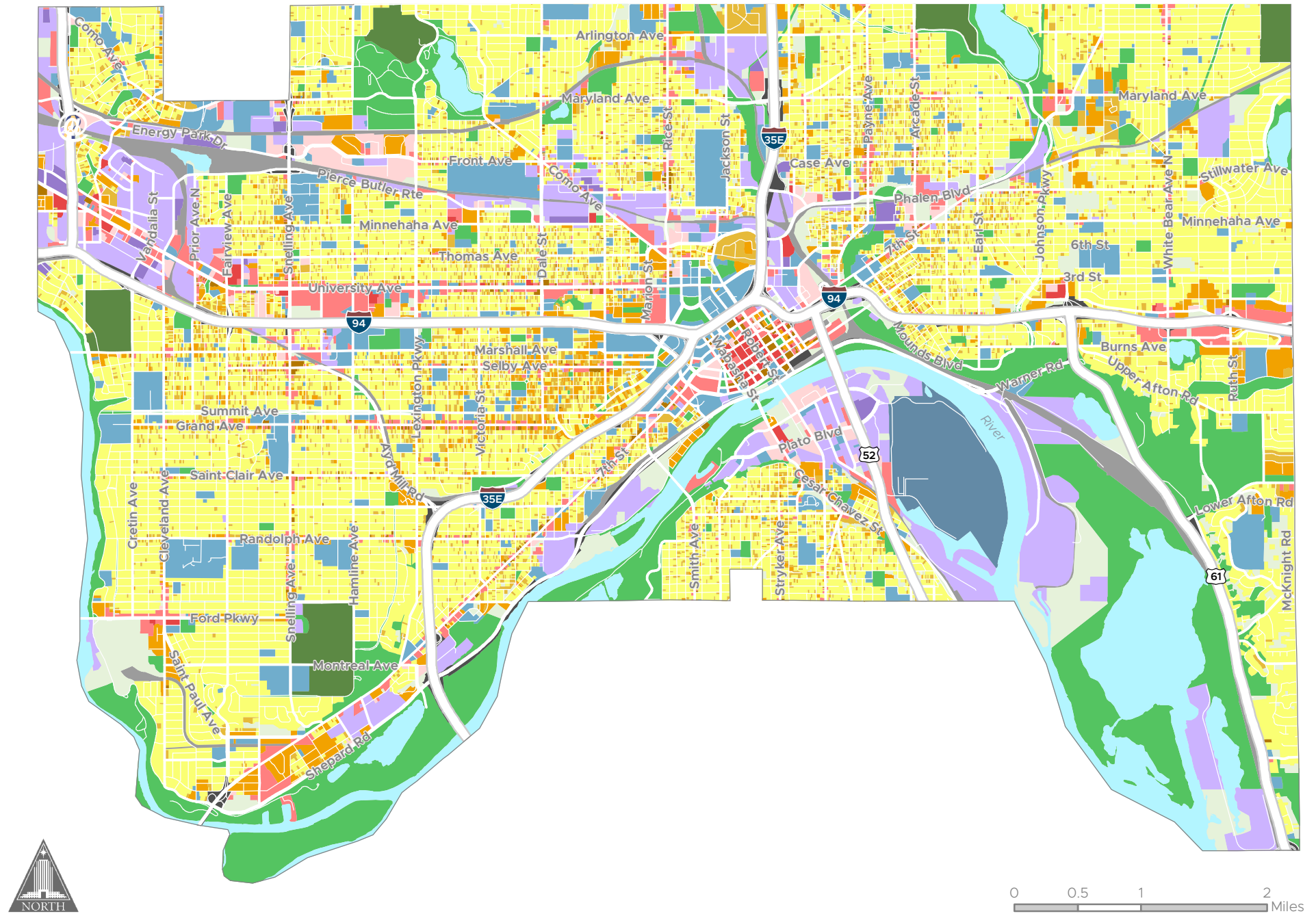
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Figure LU-1: Current Land Use Table (2016) 22

Figure LU-2: 2040 Land Use Table 22

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

Map LU-1: Current Land Use

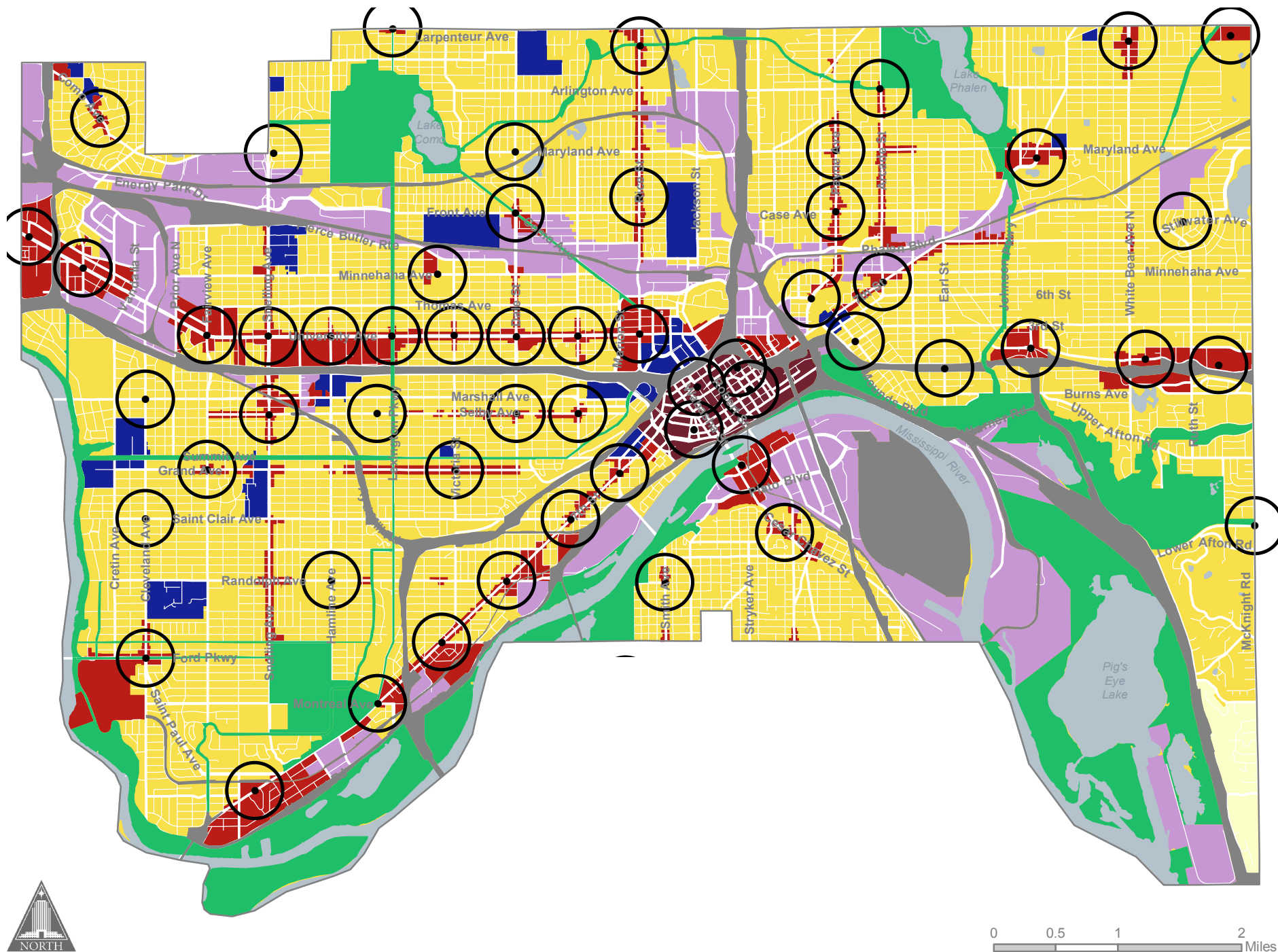





Neighborhood Nodes

-  Downtown
-  Mixed-Use
-  Urban Neighborhood
-  Semi-Rural
-  Industrial
-  Major Parks and Open Spaces
-  Civic and Institutional
-  Transportation

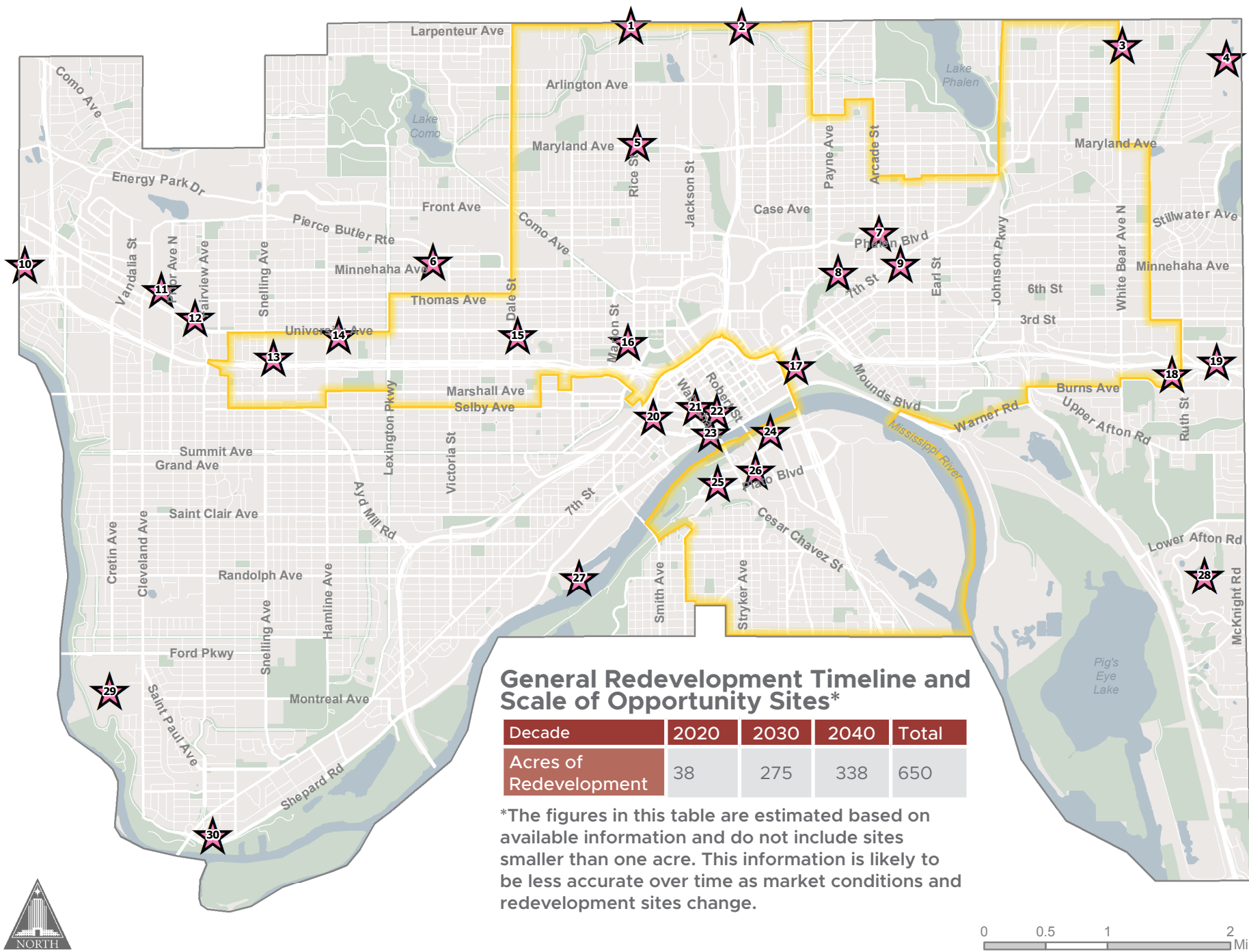
Map LU-2: 2040 Land Use



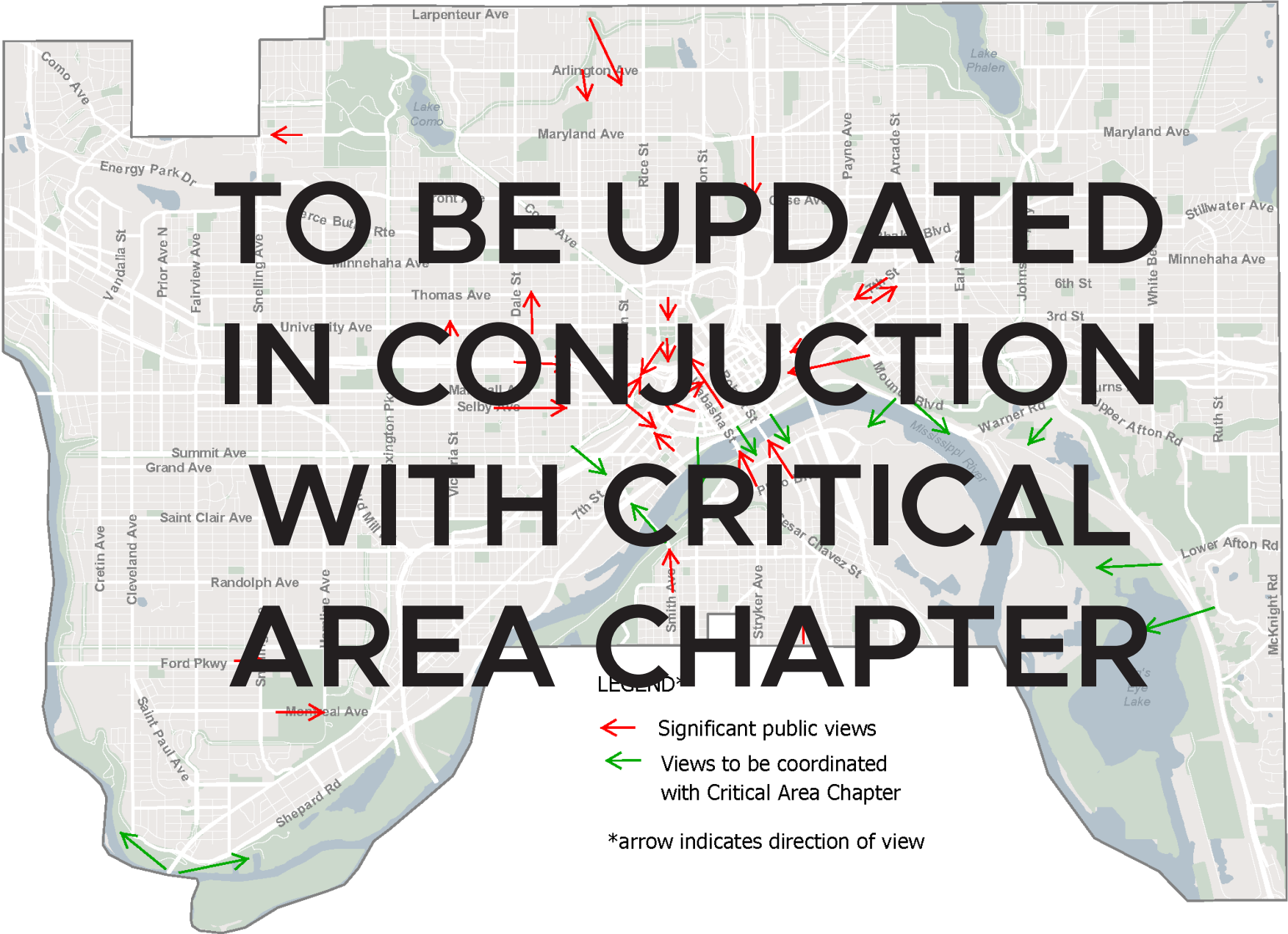
0 0.5 1 2 Miles

1, Rice-Larpenteur Site	★ 17, Prince Street
2, 35E-Wheelock	★ 18, Suburban
3, Hillcrest Center - White Bear-Hoyt	★ 19, Sunray Center
4, Hillcrest Golf Course	★ 20, Gateway Site
5, Rice-Maryland	★ 21, Wabasha Court
6, Minnehaha Mall	★ 22, Central Station
7, Payne-Arcade Strip Mall	★ 23, Ramsey-West Site
8, Hamms Brewery	★ 24, West Side Flats 1
9, Beacon Bluff Site 7th-Minnehaha	★ 25, West Side Flats 2
10, Wayerhaueser Site	★ 26, West Side Flats 3
11, Amtrak Site	★ 27, Island Station
12, Goodwill Parking University-Fairview	★ 28, Boys Totem Town
13, Snelling-University Redevelopment	★ 29, Ford Site
14, Target Outlot	★ 30, Johnson Brothers - Riverbend
15, Unidale Mall	 Areas of Concentrated Poverty with over 50% people of color (ACP50)
16, Sears Site	

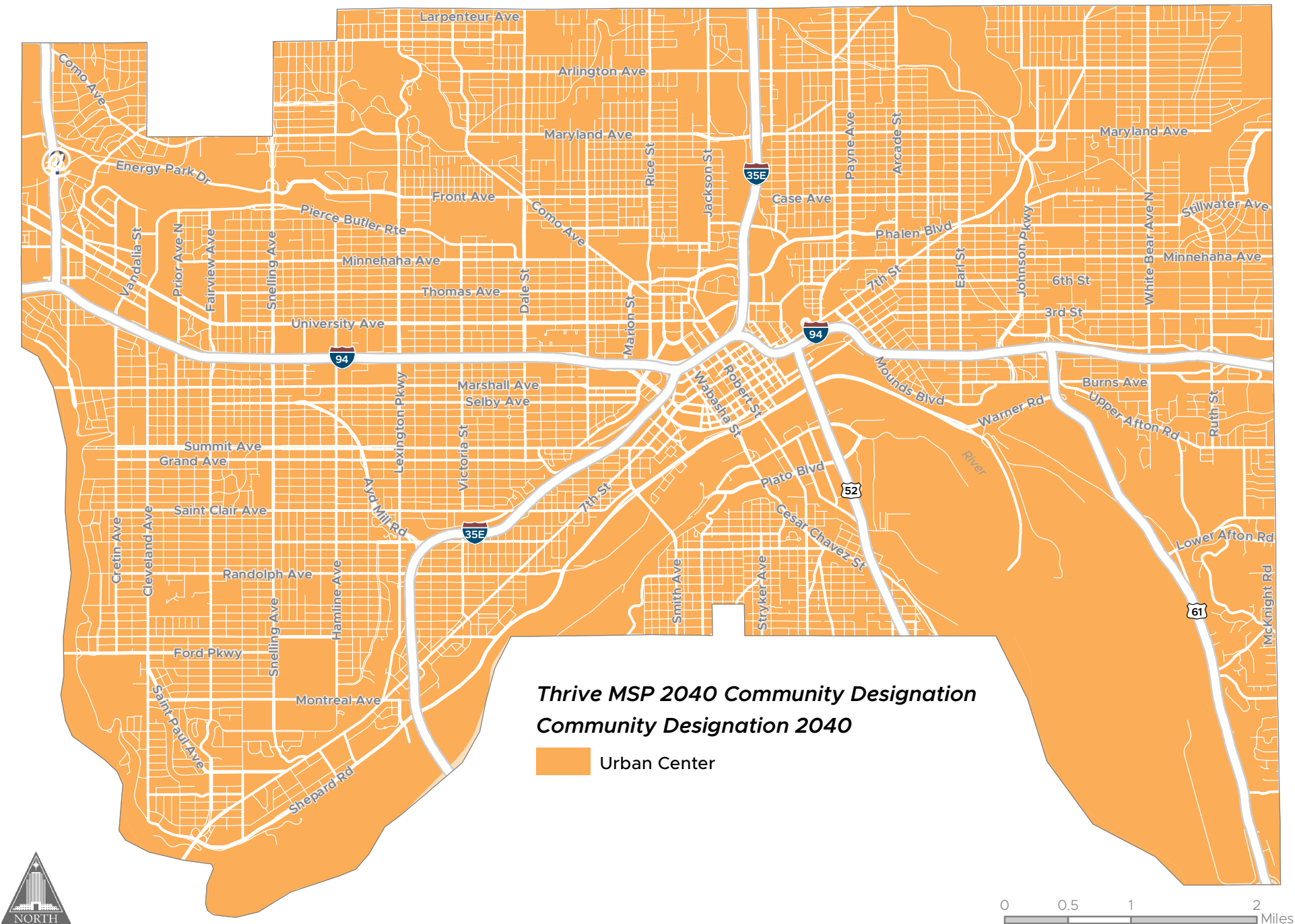
Map LU-3: Opportunity Sites



Map LU-4: Significant Public Views



Map LU-5: Thrive MSP 2040 Community Designation



Appendix B

Figure LU-1: Current Land Use Table (2016)

Land Use	Acres	Percent of Total
Agricultural	14	0.0%
Airport	530	1.2%
Golf Course	661	1.5%
Industrial and Utility	3,100	7.0%
Institutional	3,138	7.1%
Major Highway	39	0.1%
Major Railway	1,152	2.6%
Mixed Use Commercial	164	0.4%
Mixed Use Industrial	179	0.4%
Mixed Use Residential	222	0.5%
Multifamily	1,631	3.7%
Office	477	1.1%
Open Water	2,657	6.0%
Park, Recreational, or Preserve	5,661	12.8%
Retail and Other Commercial	1,447	3.3%
Single Family Attached	1,848	4.2%
Single Family Detached	19,563	44.3%
Undeveloped	1,626	3.7%
Total	44,118	

**TABLE
FORTHCOMING**



TRANSPORTATION

Introduction

The Transportation Chapter guides the creation of a safe, equitable and well-maintained multi-modal transportation system in Saint Paul that supports the needs of all users, enhances vitality, and sets the stage for infill development to accommodate the city's projected growth. The transportation system relies primarily on streets, which connect people to jobs, homes, shopping, education and recreation, but also includes water (the Mississippi River) and rail. It is important to have a consistent long-term vision that will gradually, strategically and consistently remake the city's transportation system so that it works better for all users.

The following goals guide the Transportation chapter:

1. investment that reflects the City's priorities;
2. safety and accessibility for all users;
3. a transportation system that supports employment and access to jobs;
4. true transportation choice throughout the city, with a shift from single-occupant vehicles toward other modes;
5. sustainable and equitable maintenance models;
6. environmentally sustainable design;
7. functional and attractive Parkways; and
8. a system that shapes and responds to technology.

Since opportunities to remake streets are infrequent due to limited funds and a high volume of needs (the life expectancy of Saint Paul streets is approximately 40 years, and many go 90 years or more before being reconstructed), the chapter establishes clear priorities for project selection. Projects will prioritize safety and equity benefits, followed by support of quality jobs. Maintenance is also established as a "first cut" for project selection, because regular maintenance is much more cost-effective in the long run and allows for a greater number of projects to be accomplished

over time. Further, the ability to obtain outside funding will be considered. These priorities – as well as our land use priorities – will also guide our approaches to future technology changes.

Priorities are also established for the design of our rights-of-way, with the needs of pedestrians and bicyclists placed at the top. This includes aggressively evaluating and pursuing "road diets" that improve pedestrian safety while having a minimal impact on traffic flow. Considering pedestrians first will ensure a

safe transportation system that works well for everyone.

Our transportation system will also work hand-in-hand with land use by supporting employment, providing quality transit where we expect more density via redevelopment and infill, and presenting a finer-grained streetscape as larger contiguous sites are redeveloped.

Goal 1: Investment reflects City priorities.

Policy T-1. Prioritize safety and equity benefits in project selection, followed by support of quality full-time, living wage jobs – both through business support and connection of residents to job centers such as downtown. Priorities will also be informed by specific modal plans, such as the Bicycle Plan or the forthcoming Pedestrian Plan (See Sidebar and Figures T-1, T-3 and T-5 through T-8).

Policy T-2. Use surface condition and multimodal usage rates to identify a first cut of transportation projects for potential investment, to ensure well-maintained infrastructure that benefits the most people (See Figures T-11 and T-13).

Policy T-3. Design rights-of-way per the following modal hierarchy:

1. Pedestrians, with a focus on safety
2. Bicyclists, with a focus on safety
3. Transit
4. Other vehicles

Goal 2: Safety and accessibility for all users.

Policy T-4. Adopt and implement a “Vision Zero” program with the long-term goal of achieving zero traffic fatalities and severe injuries. Components of the program should include engineering improvements and behavioral safety improvements, such as reducing driver impairment, inattentiveness and speed through education and enforcement.

Policy T-5. Implement “road diets” for undivided four-lane roads to convert them to three lanes, where feasible, in order to prioritize pedestrian safety (See Figure T-2).

Policy T-6. Implement intersection safety improvements such as traffic signal confirmation lights, pedestrian countdown timers, and leading pedestrian signal intervals. Reduce pedestrian roadway exposure via median refuge islands, curb extensions and narrowed travel lanes.

Policy T-7. Reduce speed limits where it will improve safety, and work with State and Ramsey County governments to overcome obstacles to implementing this policy.

Policy T-8. Design the rights-of-way for all users, including older people, children and those with mobility constraints, as guided by the Street Design Manual and Safe Routes to School Plans, and by thoughtfully addressing streetscape issues such as curb cut design, level sidewalks, lighting, accessibility to/from bus stops, and the presence of benches and buffers between sidewalks and streets.

Policy T-9. Design sidewalks, trails and transit stops for personal safety (real and perceived), including by providing lighting and boulevards.

Policy T-10. Support driver, bicyclist and pedestrian education to improve mutual awareness and safety.

Policy T-11. Minimize and consolidate driveway curb cuts as opportunities arise for redevelopment and infill sites that can reasonably be accessed via side streets, alleys or shared driveways, especially in areas with anticipated high pedestrian activity or with adjacent planned bikeways.

Policy T-12. When street design changes involve the potential loss of on-street parking spaces, prioritize safety for all transportation modes, and explore mitigation of lost spaces where feasible and practical.

Economic and Social Impacts of Motor Vehicle Crashes

Transportation safety is worth the investment. According to a National Highway Traffic Safety Administration (NHTSA) study, in 2010 there were 32,999 people killed, 3.9 million people injured, and 24 million vehicles damaged in motor vehicle crashes in the United States. The economic costs of these crashes totaled \$242 billion, which represents the equivalent of nearly \$784 for each person living in the United States, and 1.6 percent of the \$14.96 trillion real U.S. Gross Domestic Product for 2010. These costs represent the tangible losses that result from motor vehicle crashes. However, in cases of serious injury or death, such costs fail to capture the rather intangible value of lost quality-of-life that results from these injuries. When quality of life valuations are considered, the total value of societal harm from motor vehicle crashes in 2010 was \$836 billion. In 2015, the number of traffic fatalities was 35,091, a 6% increase over 2010. In Saint Paul in 2016, there were 314 vehicular crashes involving pedestrians and bicyclists alone, including 4 fatalities and 242 injuries (163 requiring hospital attention).



Goal 3: A transportation system that supports employment and access to jobs.

Policy T-13. Work with agency partners and the Saint Paul Port Authority to implement and support freight transportation improvements in and near industrial areas of regional economic importance, particularly West Midway, the Great Northern corridor, river industrial areas, and the portion of West Side Flats east of Robert Street, to improve safety and connections to the regional transportation network.

Policy T-14. Explore freight delivery solutions that avoid loading/unloading conflicts in congested areas so as to support businesses and provide safety to pedestrians and road users.

Policy T-15. Support financing for above-standard streetscapes in business areas.

Policy T-16. Use pricing to manage parking demand and improve parking efficiency in areas with high demand and short supply.

Policy T-17. Work with agency partners and the Metropolitan Airports Commission to maintain a regional aviation system that balances commercial demand and capacity while being compatible with the community.

Policy T-18. Work with the Saint Paul Port Authority to maintain the Mississippi River as a working river through land use policy and support for jobs in river-related industries.

Policy T-19. Prioritize investments in infrastructure that improve river commerce and conditions necessary to maintain and grow regional logistics and commodities hubs connecting, river, rail, truck modes.

Goal 4: True transportation choice throughout the city.

Policy T-20. Reduce vehicle miles traveled (VMT) by improving transportation options beyond single-occupant vehicles.

Policy T-21. Pursue shifting mode share towards pedestrian, bicycle, public transit and carpooling as a solution to existing or anticipated traffic issues analyzed through traffic studies, rather than automatically assuming current mode share.

Policy T-22. Implement the Bicycle Plan to make bicycling safe and comfortable throughout the city, and to increase bicycling mode share.

Policy T-23. Implement the forthcoming Pedestrian Plan to make walking safe and comfortable throughout the city, and to increase pedestrian mode share for short-distance trips. Until the Pedestrian Plan is adopted, focus pedestrian infrastructure improvements in areas with acute pedestrian safety concerns, with existing or anticipated high pedestrian activity, and/or in racially concentrated areas of poverty.

Policy T-24. Provide sidewalks throughout the city, generally on both sides of the street, except potentially in portions of Highwood as directed via other officially-adopted City plans (See Figure T-1).

Policy T-25. Improve public transit mode share and support quality public transit in all parts of the city through strategic establishment of transit-supportive land use intensity and design, working with transit providers to improve their service offerings, and supporting transit facilities (See Figures T-5 through T-8).

Policy T-26. Expand commuter options with Travel Demand Management (TDM) and support of carpooling facilities.

1. Require a TDM Plan for large developments and large employers.
2. Explore individual incentives, employer programs and parking policies that encourage alternatives to single-occupancy vehicles.
3. Support the work of other agencies, organizations and the private sector to market and support transit, carpooling, biking, walking, flexible work hours and telecommuting.
4. Consider options to enforce and improve implementation of TDM Plans.

Policy T-27. Design holistically for all mode users, especially pedestrians and bicycles, in any bridge reconstruction or maintenance project such as for bridges (or lids) over interstate highways or the Mississippi River. Ensure that the project scope incorporates adjacent intersections as necessary.

Policy T-28. Establish (or re-establish) the right-of-way grid with block lengths of 300 to 600 feet as redevelopment occurs on large sites in order to increase neighborhood connectivity and accommodate pedestrian-oriented, higher-density development.

Policy T-29. Accommodate access to community events and around construction projects by all mode users, including by working with Metro Transit to provide additional transit service, providing sufficient bicycle parking, generally avoiding the closure of bicycle lanes and providing detours for all modes.

Policy T-30. Improve pedestrian and recreational connections to the Mississippi River.

Policy T-31. Promote safe walking and bicycling to school by supporting Safe Routes to School efforts and investing in sidewalk connectivity and crossing enhancements near schools.

Roadway Safety Plan

In January 2016, MnDOT released its Roadway Safety Plan for Saint Paul, a consultant-produced document with City of Saint Paul staff participation that identified the greatest opportunities to reduce the number of severe crashes based on the City's crash data, street contexts and strategies with demonstrated effectiveness in mitigating the types of severe crashes experienced here. The study recommended focusing on certain arterial streets, employing the following types of safety projects:

- improving pedestrian safety (primarily at intersections);
- reducing the frequency of red light violations at traffic signals; and
- improving the safety characteristics of undivided streets.
- The specific safety improvement strategies could include:
 - road diet (convert to three lanes);
 - access management;
 - traffic signal confirmation lights;
 - pedestrian/bicycle countdown timers;
 - pedestrian/bicycle leading pedestrian intervals
 - pedestrian/bicycle curb extensions; and
 - pedestrian/bicycle median refuge islands.

Goal 5: Sustainable and equitable maintenance models.

Policy T-32. Pursue fiscally-sustainable models for equitably maintaining transportation infrastructure in Saint Paul, including for right-of-way maintenance, bridges, sidewalks, trails and alley snowplowing.

Policy T-33. Consider the full long-term infrastructure costs when allocating maintenance funding compared to reconstruction funding.

Policy T-34. Maintain roadway pavements in pursuit of achieving a Paving Condition Index (PCI) of 70 on all City-owned streets. (See Figure T-11).

Policy T-35. Reduce the number of heavy vehicle trips on local streets through measures such as consolidation, coordination and route designation/planning, in order to reduce maintenance costs.

Goal 6: Environmentally sustainable design.

Policy T-36. Seek opportunities to improve the environmental sustainability of rights-of-way in the city, such as through shared, stacked-function green infrastructure (SSGI) and planting trees to reduce the urban heat island effect.

Policy T-37. Lessen the negative impacts of interstate highways by supporting design interventions, such as “freeway lids” and landscaping and liner buildings on new bridges, that improve connectivity, hide the road and/or reduce pollution.

Goal 7: Functional and attractive Parkways.

Policy T-38. Maximize space for recreation and landscaping uses within Parkway rights-of-way, and prioritize recreation and landscaping in Parkway design in order to maintain a park-like feel, particularly on the Grand Round.

Goal 8: A system that shapes and responds to technology.

Policy T-39. Ensure that new technologies, such as automated vehicles, further the City’s transportation and land use priorities.

Policy T-40. Ensure that right-of-way design accounts for changing vehicle technologies and forms of use, such as automated vehicles, car-sharing and ride-sharing.



Appendix A

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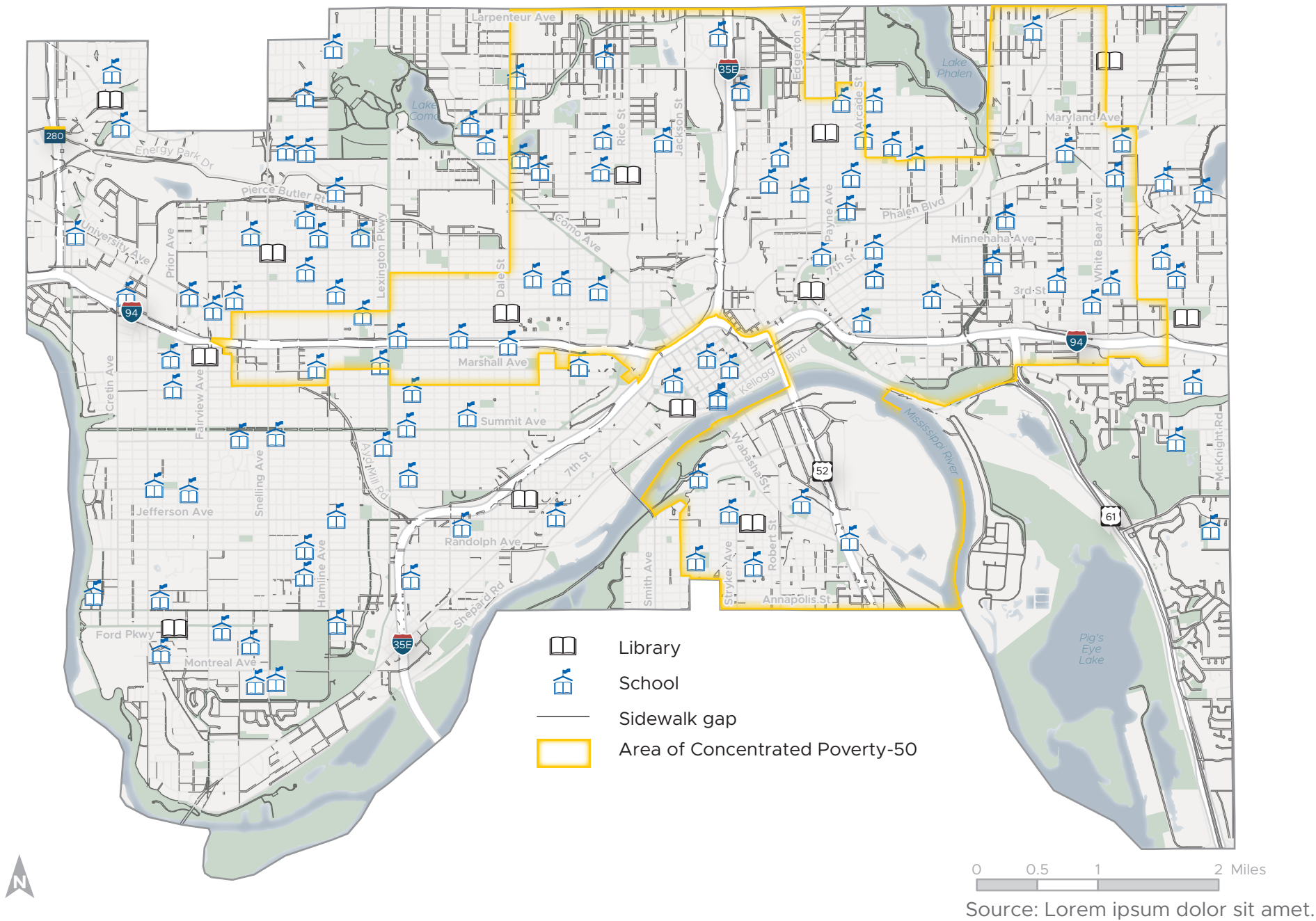
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Appendix B

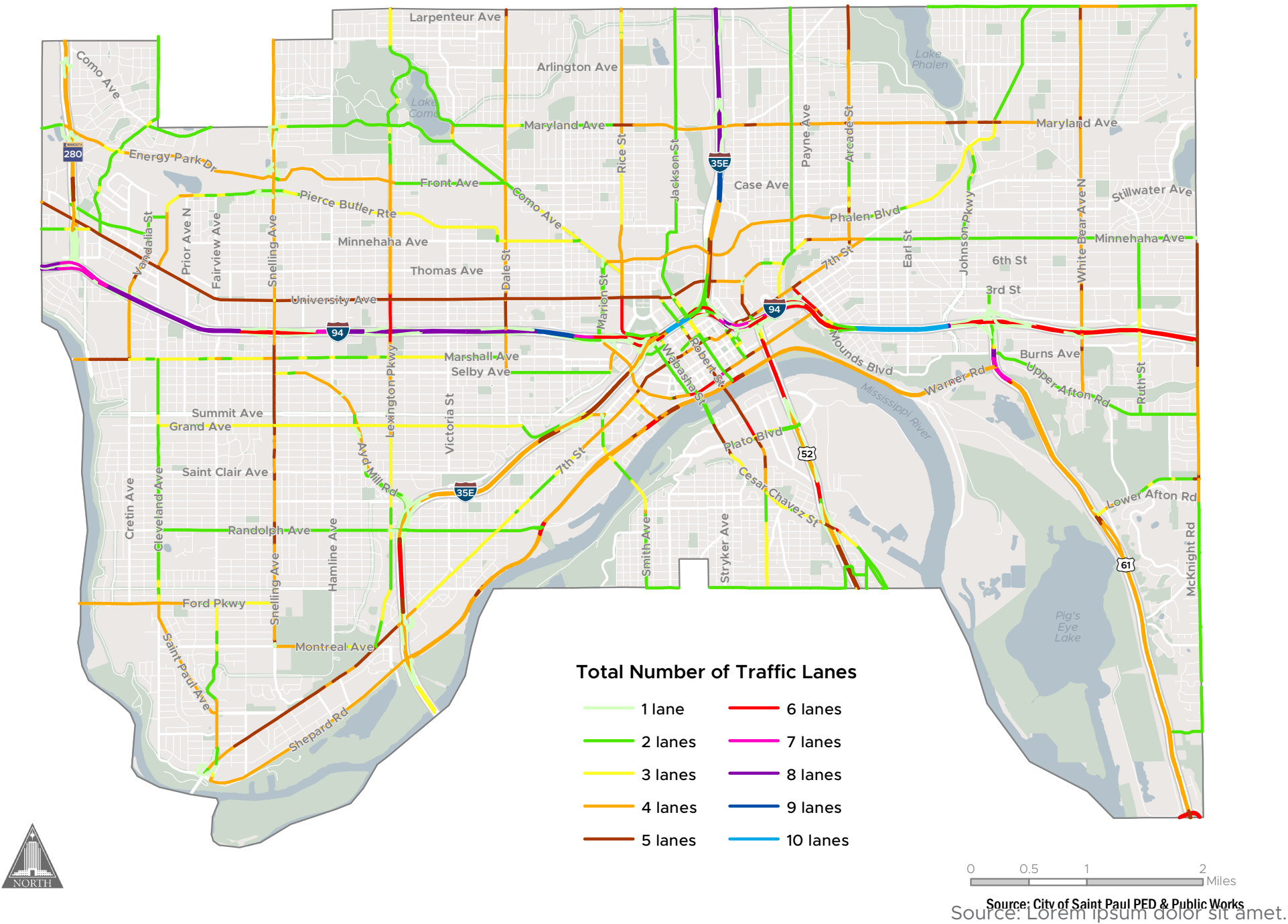
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Figure T-1: Transportation Analysis Zone (TAZ) Estimates 22

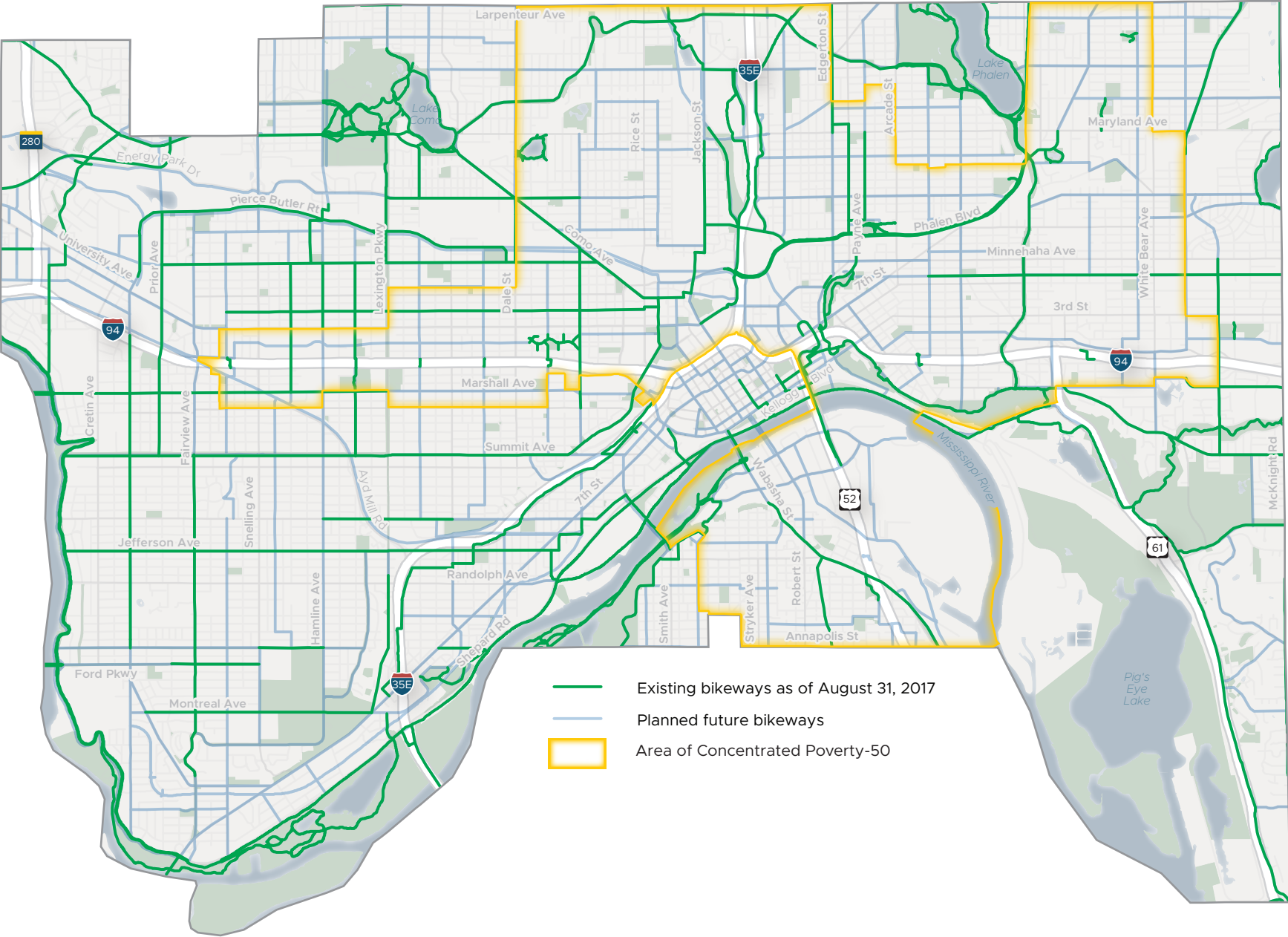
Map T-1: Missing Sidewalks



Map T-2: Number of Traffic Lanes on Arterials



Map T-3: Bikeways

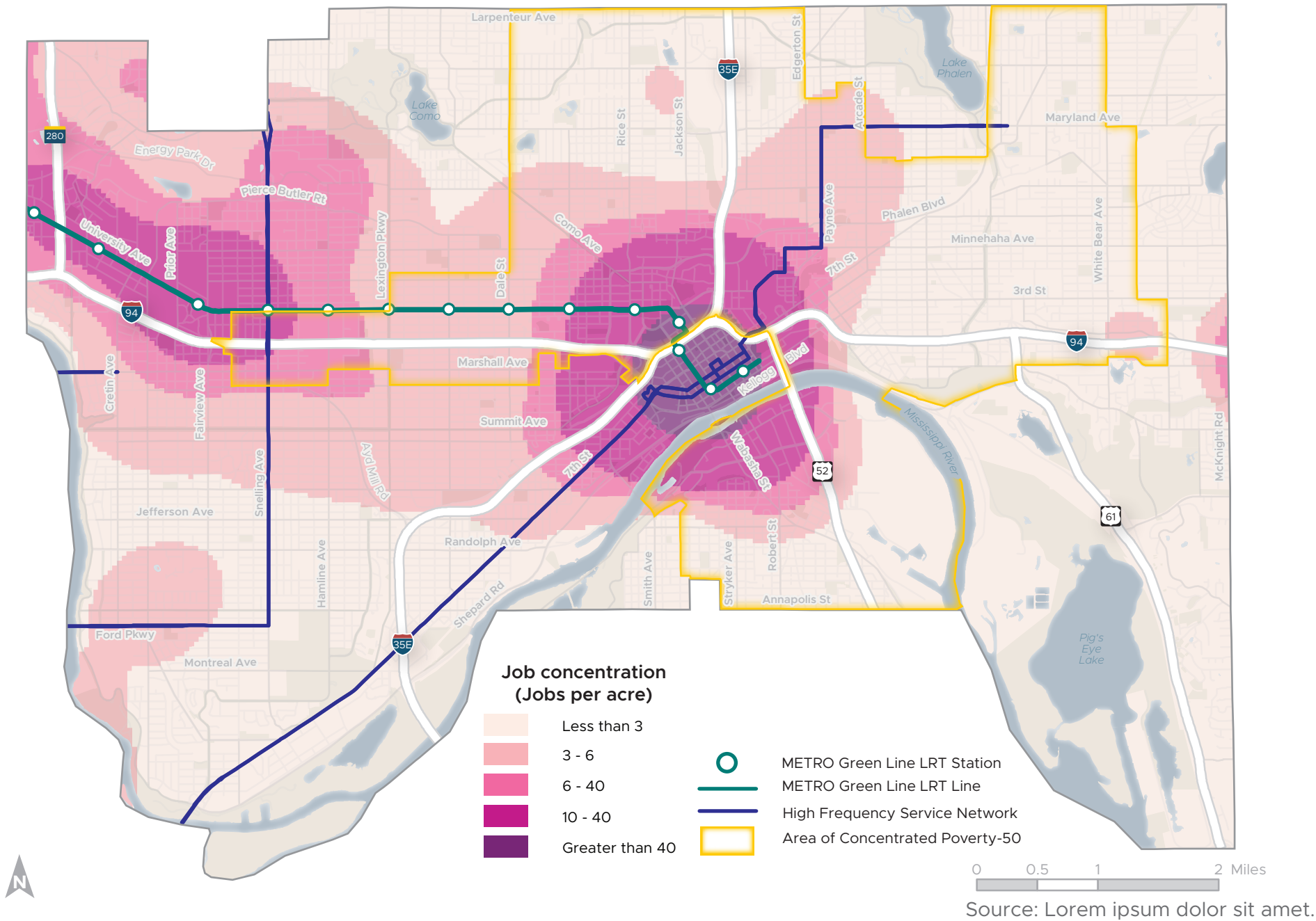


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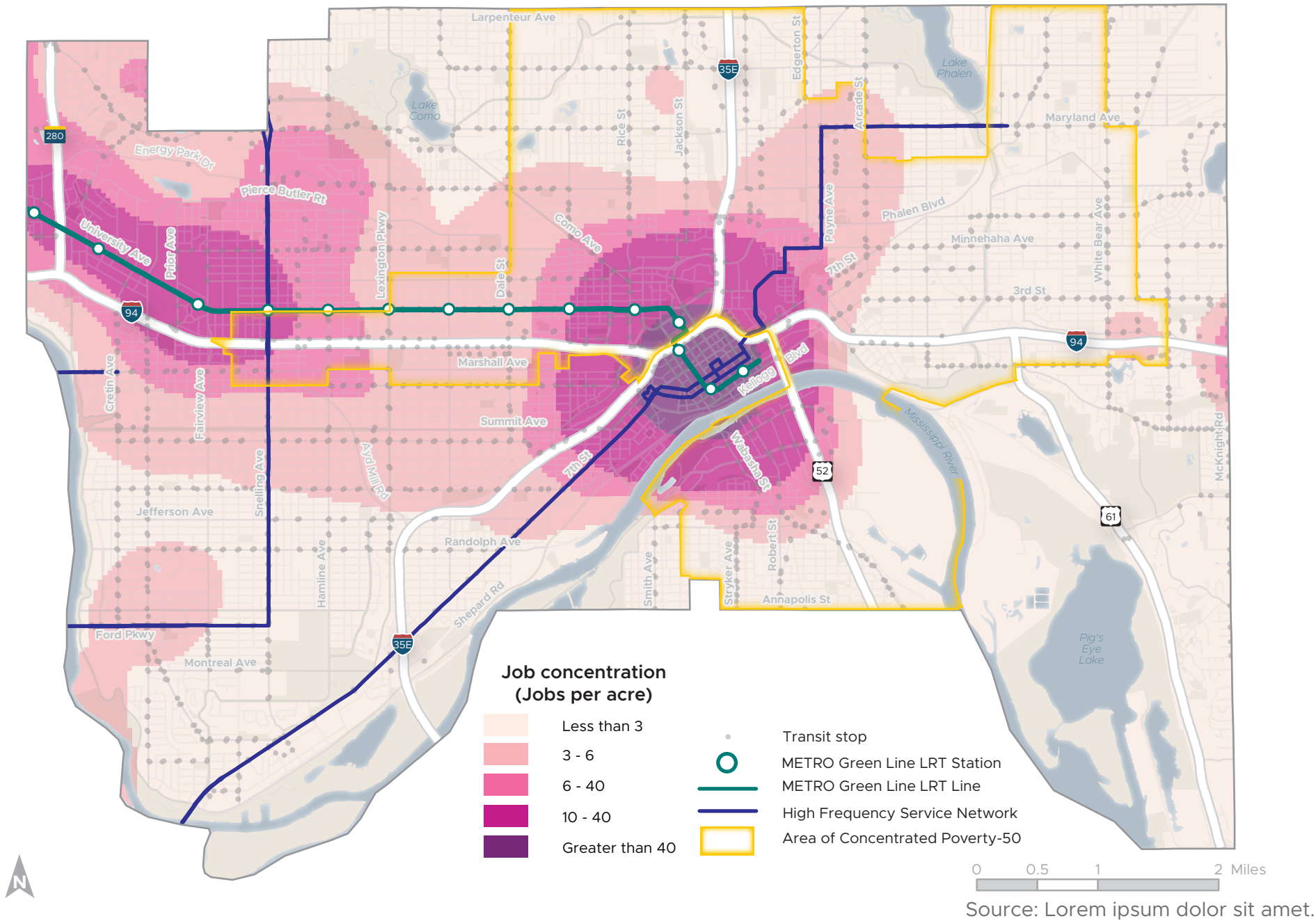
MAP FORTHCOMING

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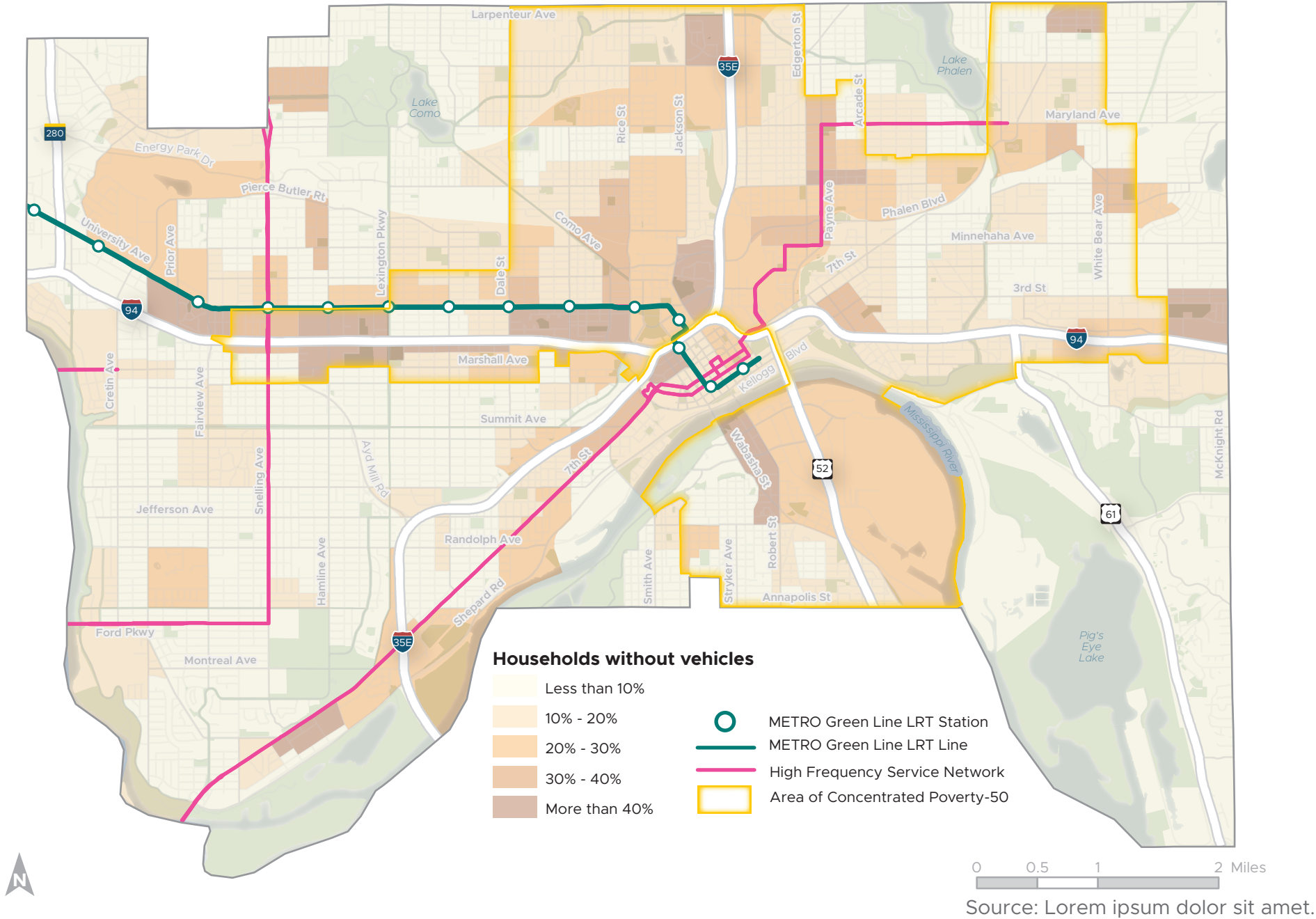
Map T-5: Job Concentrations and High Frequency Transit



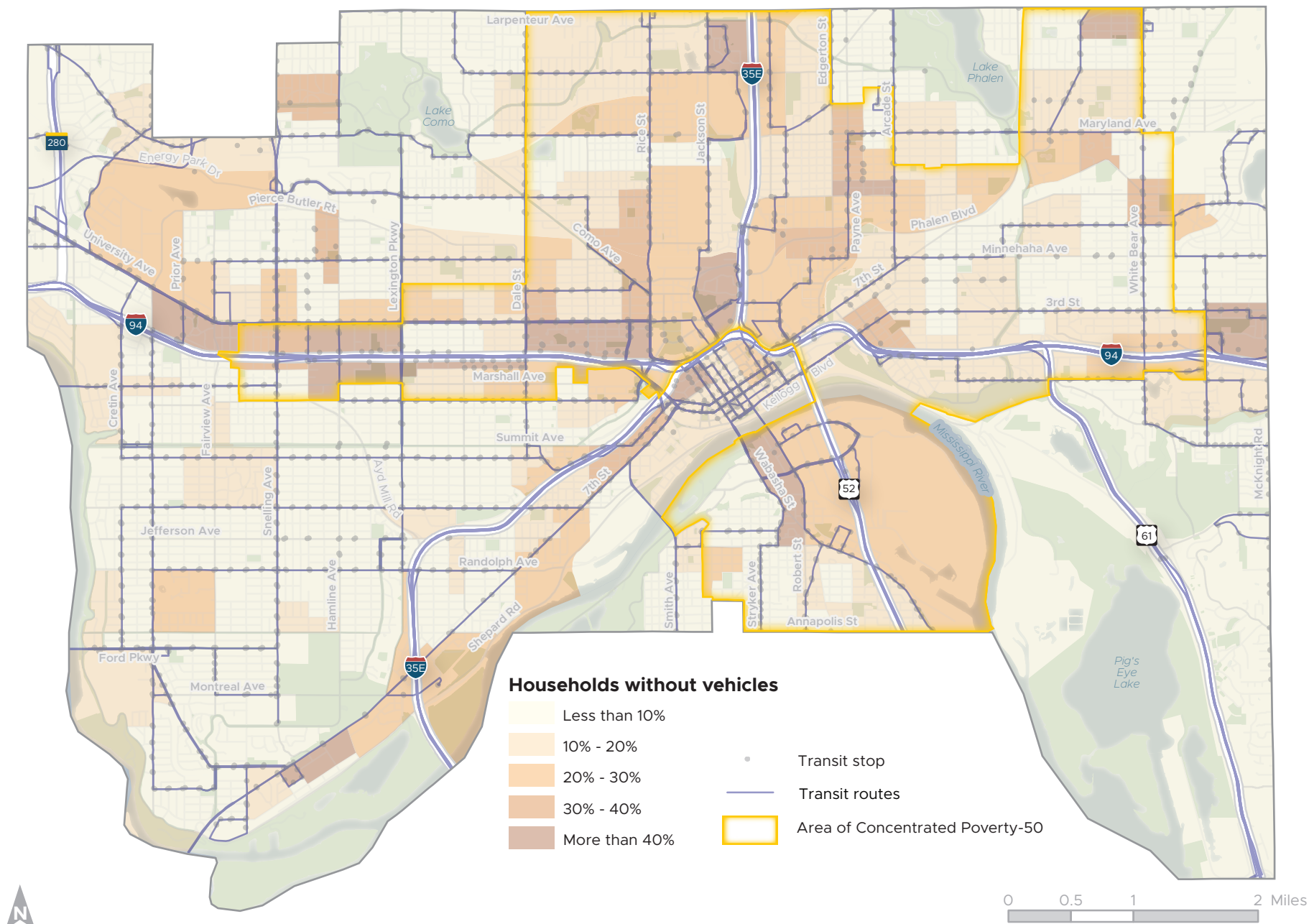
Map T-6: Job Concentrations and Transit



Map T-7: Households without Vehicles and High Frequency Transit

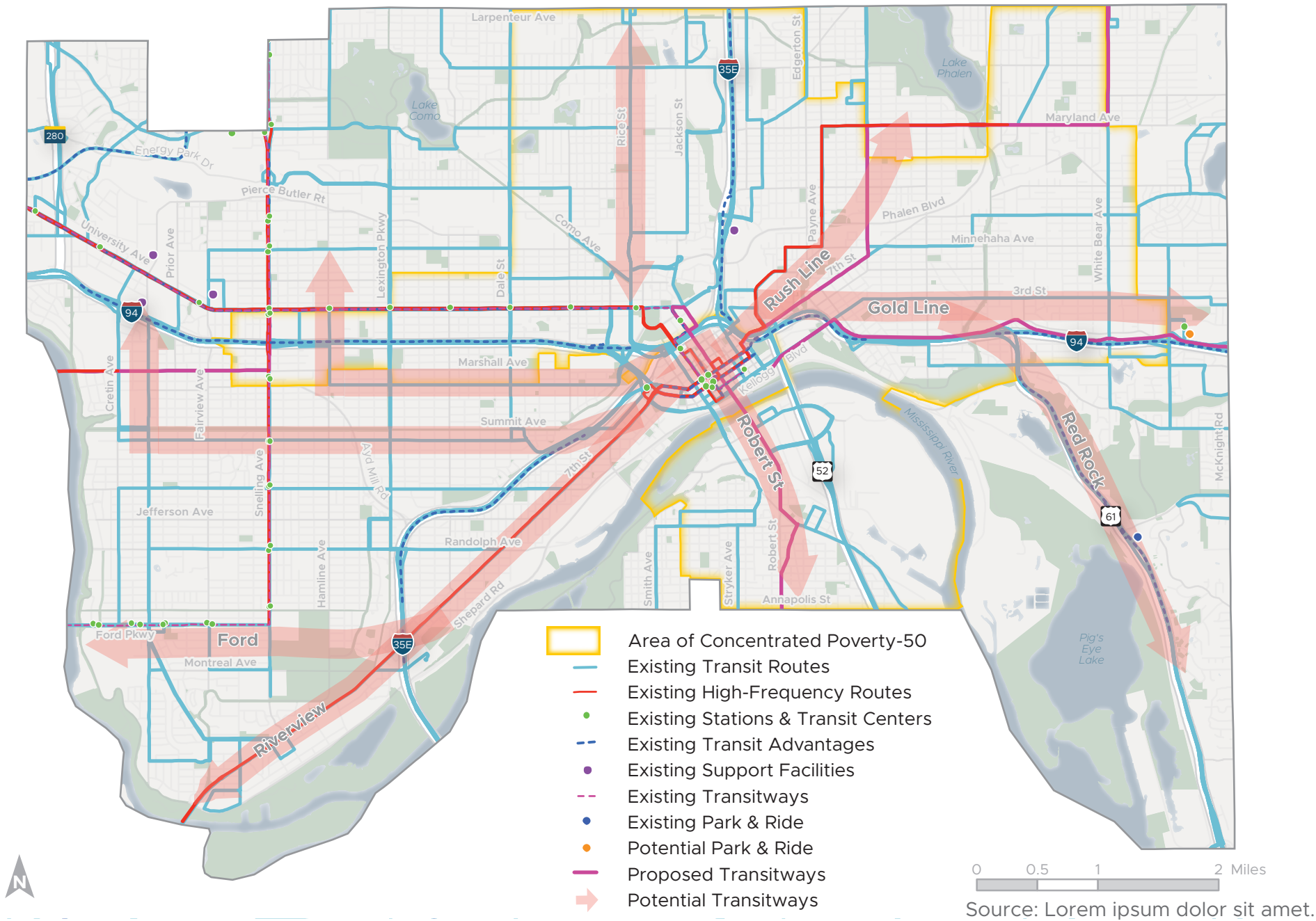


Map T-8: Households without Vehicles and Transit

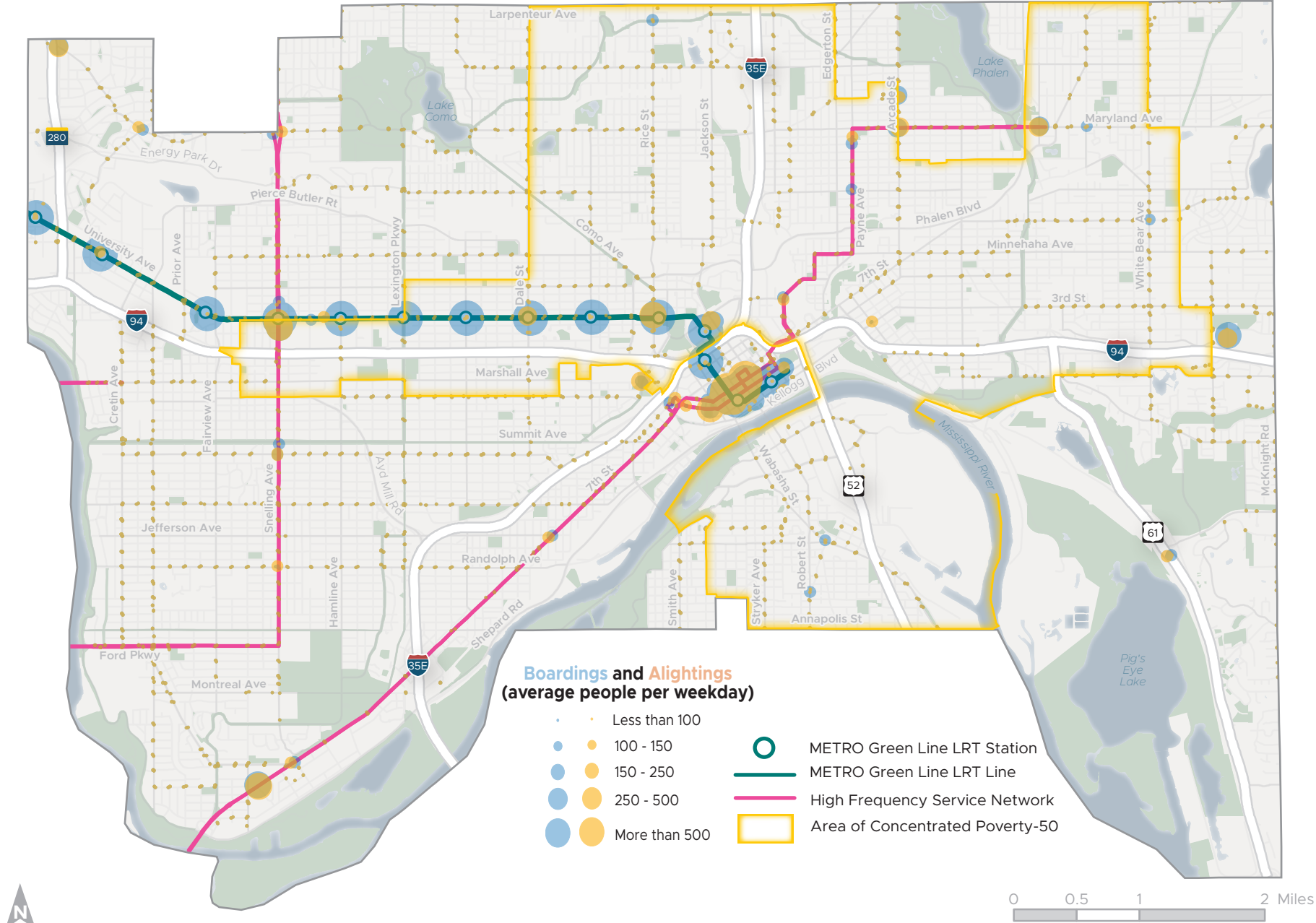


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Map T-9: Transitways

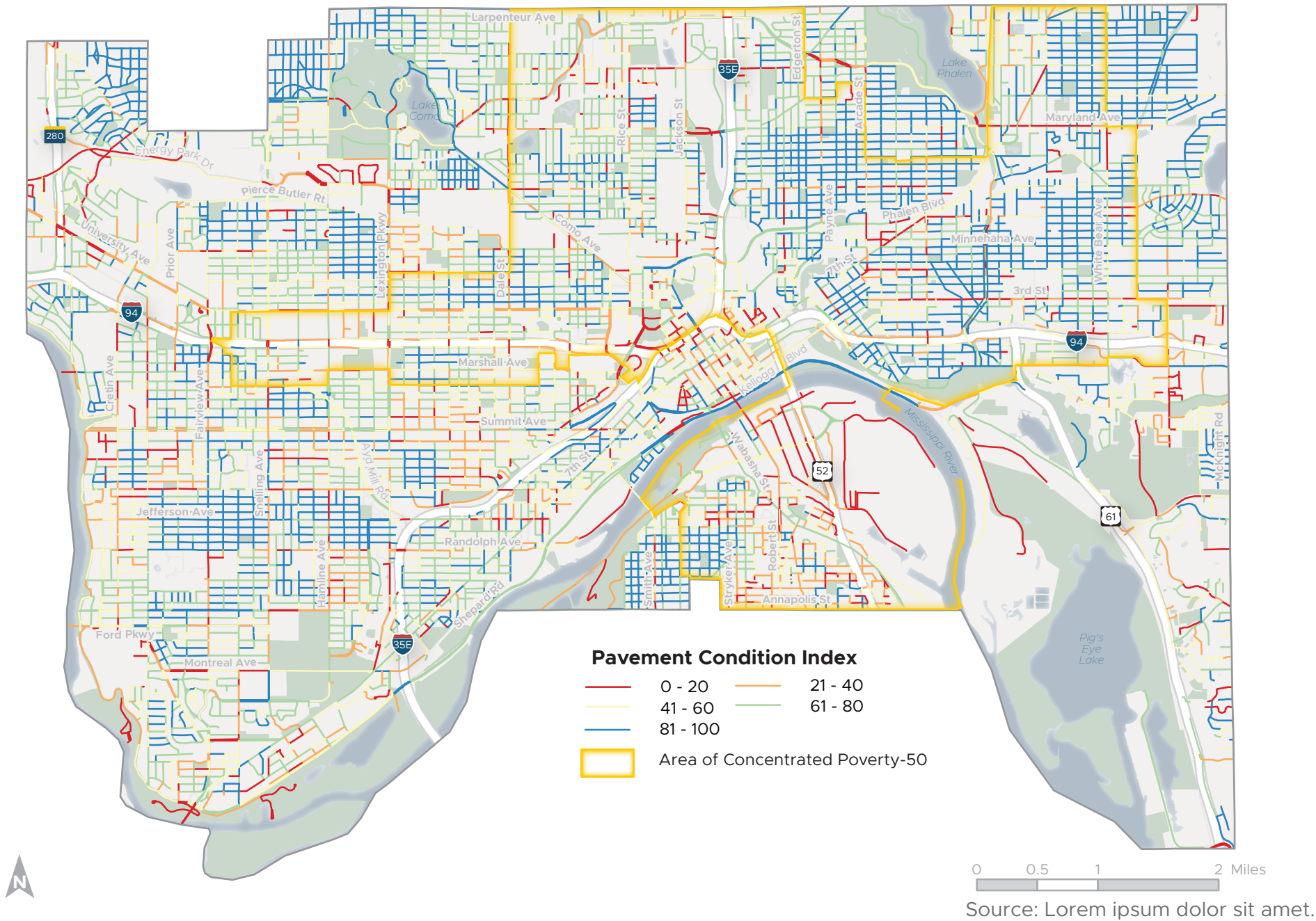


Map T-10: Boardings and Alightings on Transit System



Source: Lorem ipsum dolor sit amet.

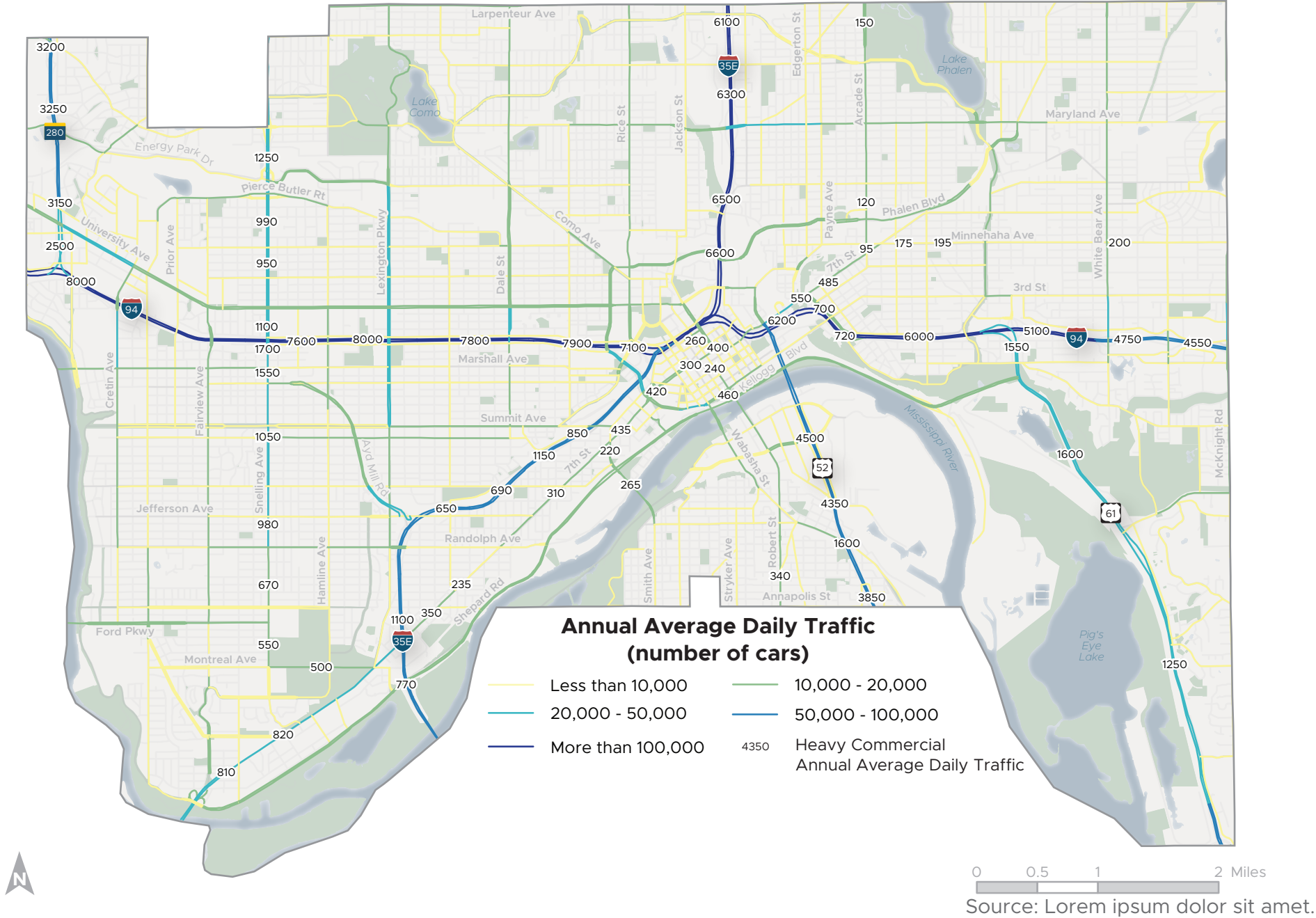
Map T-11: Pavement Condition Index



Map T-12: Functional Road Classification



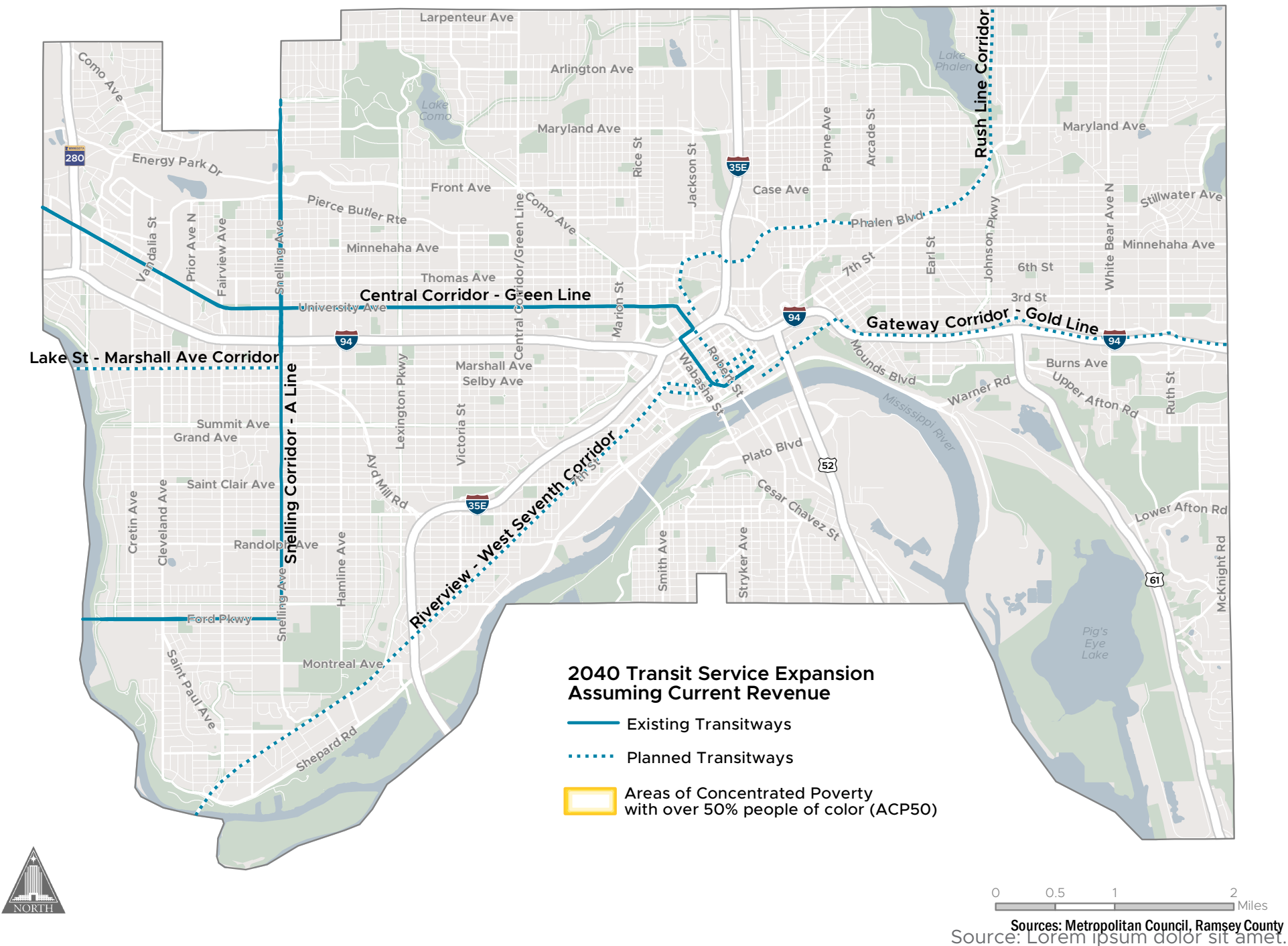
Map T-13: Annual Average Daily Traffic (ADT)



MAP FORTHCOMING

Source: Lorem ipsum dolor sit amet.

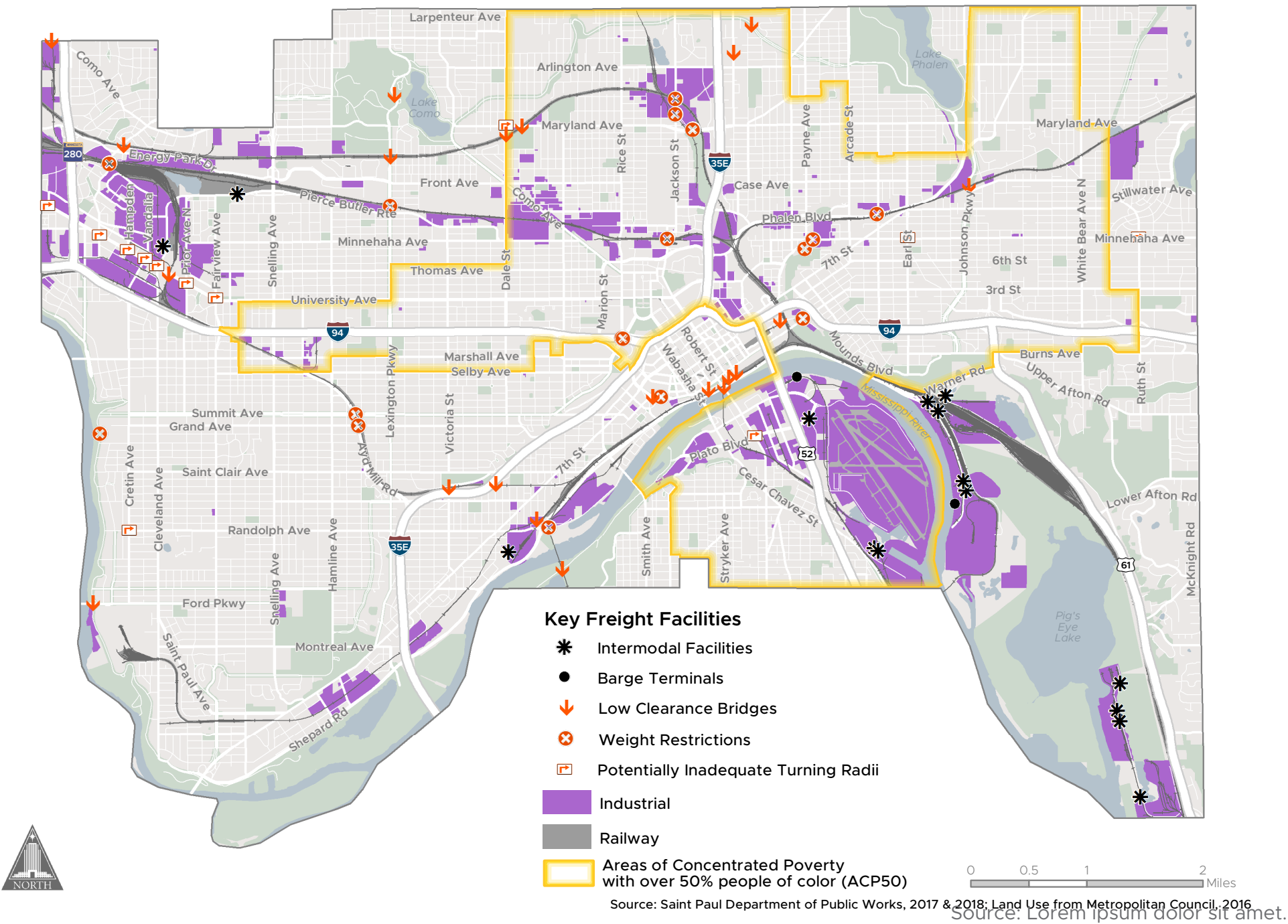
Map T-15: 2040 Current Revenue Scenario



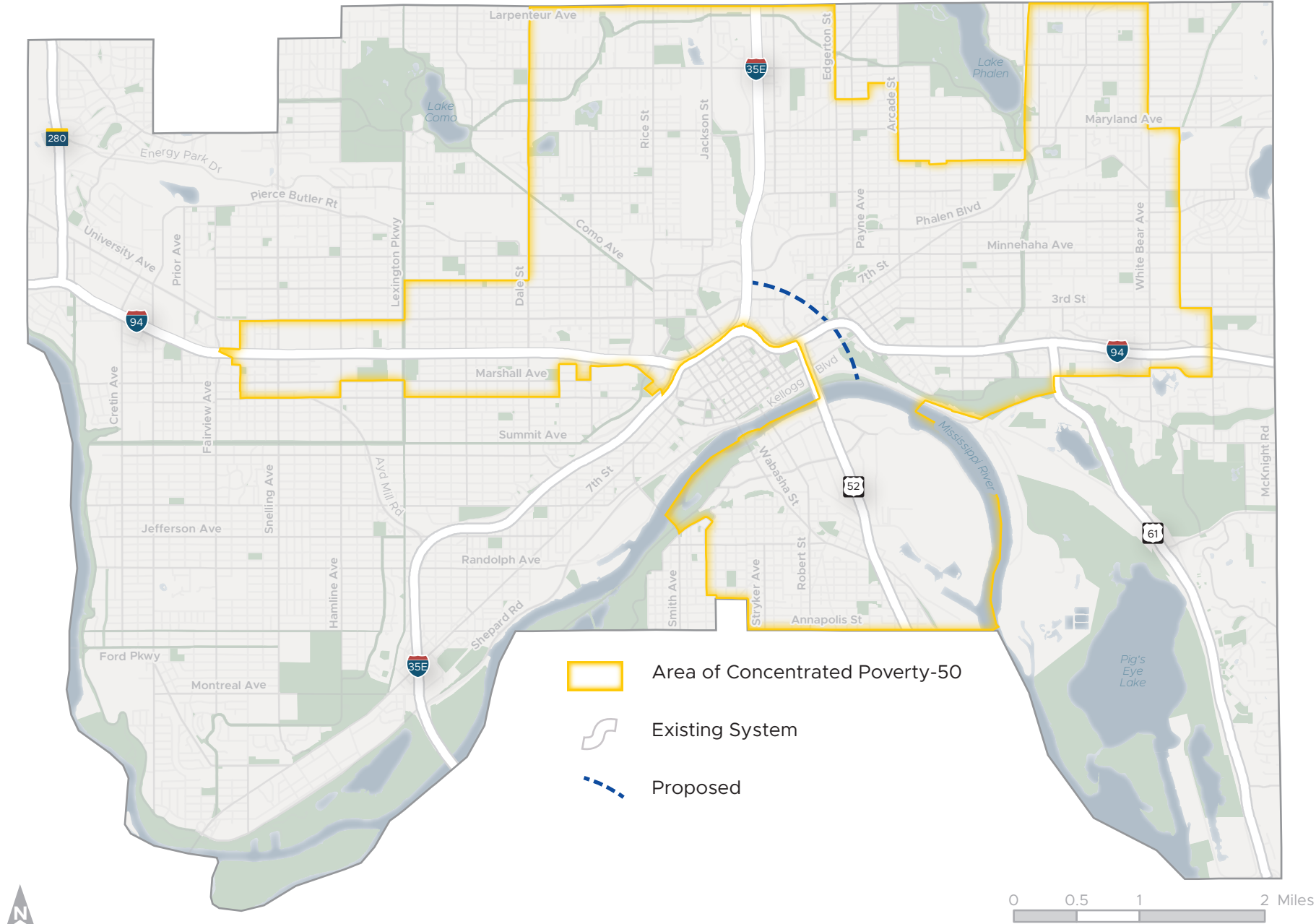
Map T-16: Future Right of Way Needs



Map T-17: Freight Corridors and Facilities



Map T-18: Planned Improvements to Metro Highways



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Appendix B

Figure T-1: Transportation Analysis Zone (TAZ) Estimates

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TAZ #	2010			2020			2030			2040		
	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP
1897	2	1	608	0	0	583	0	0	654	3	3	722
1898	1616	671	838	1683	722	933	1692	727	913	1729	734	909
1899	1848	654	729	2081	825	729	2634	1073	752	3410	1369	773
1900	269	133	0	546	228	0	1241	521	0	2161	915	0
1901	868	422	1267	1086	477	2151	1199	512	2479	1312	542	2785
1902	1435	607	302	1546	622	266	1494	603	251	1471	593	240
1903	1286	554	92	1382	569	68	1338	554	63	1322	548	60
1904	872	481	4337	1211	499	4432	1164	484	4259	1129	470	4140
1905	719	304	3281	783	323	4192	766	318	3892	747	311	3640
1906	890	505	3186	1190	534	4068	1200	512	4734	1221	494	5400
1907	582	276	436	584	293	590	594	285	689	616	280	789
1908	601	171	2415	409	203	3246	507	240	3525	612	277	3797
1909	976	543	1369	1142	567	1682	1149	546	1829	1171	530	1973
1910	43	32	2106	264	149	3487	573	324	4094	842	468	4656
1911	975	475	3212	1428	633	3182	1385	649	3754	1372	669	4316
1912	876	388	1368	1025	485	1563	991	459	1825	978	438	2076
1913	0	0	1551	108	48	2158	533	253	3138	1262	620	4258
1914	1197	506	457	1511	553	573	1554	588	651	1623	627	722
1915	1100	437	77	1269	470	112	1266	485	135	1268	496	158
1916	1668	457	1238	2111	488	1229	2236	499	1194	2369	511	1190
1917	1225	730	4745	1526	773	4454	1625	775	4293	1747	780	4200
1918	1241	600	652	1453	642	551	1454	647	613	1478	654	672

Figure T-1: Transportation Analysis Zone (TAZ) Estimates - Continued

TAZ #	2010			2020			2030			2040		
	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP
1919	3232	1204	1100	3442	1291	1207	3503	1306	1334	3600	1329	1453
1921	1175	617	60	1491	660	109	1492	665	128	1519	672	148
1922	334	145	241	354	155	122	354	157	141	359	159	158
1923	642	272	18	777	292	46	770	290	38	769	289	30
1924	2215	1030	138	2959	1114	148	2965	1121	128	3001	1132	110
1925	1196	529	484	1789	634	789	1742	676	827	1696	717	865
1926	1071	453	205	1199	482	265	1246	489	259	1319	496	260
1927	1106	444	174	1300	475	88	1276	481	118	1247	480	147
1928	1042	413	91	1214	450	212	1241	476	245	1286	503	277
1929	1064	573	1777	1534	691	2348	1496	713	2750	1195	590	3118
1930	954	325	357	1165	367	413	1117	395	488	1074	423	562
1931	1320	435	260	1478	511	292	1431	520	310	1395	531	328
1932	1044	367	124	1227	424	123	1162	422	135	1106	421	149
1933	1487	453	20	1561	539	37	1560	566	47	1561	594	59
1934	1871	478	732	1744	603	673	1886	685	710	2034	774	745
1935	1472	472	638	1695	535	624	1619	575	729	1537	607	828
1936	964	397	351	1188	497	303	1398	603	354	1574	694	405
1937	1572	408	533	1527	502	492	1667	587	470	1827	683	450
1938	1663	451	501	1597	543	533	1685	611	510	1733	670	490
1939	331	120	741	416	141	630	458	157	594	516	177	560
1940	1502	516	630	1678	568	614	1678	575	581	1687	579	550
1941	2584	761	2068	2638	887	2126	2658	954	2042	2677	1021	1970
1942	1599	612	704	1770	694	1555	1835	733	1694	1746	717	1824
1943	484	194	3762	572	232	3370	635	260	3264	685	284	3240
1944	1820	604	77	1607	696	376	1739	793	372	1863	893	370
1945	1307	399	334	1339	445	382	1373	466	394	1415	487	408
1946	2709	847	623	2681	947	437	2758	997	455	2848	1045	476
1947	2254	699	302	2305	775	434	2334	792	411	2378	809	390

Figure T-1: Transportation Analysis Zone (TAZ) Estimates - Continued

TAZ #	2010			2020			2030			2040		
	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP
1948	1696	590	653	1922	651	912	1933	662	870	1955	671	830
1949	931	468	180	1144	487	161	1093	477	176	1069	471	188
1950	1554	644	58	1605	683	99	1582	691	119	1596	703	138
1951	1801	760	18	1889	800	48	1842	800	71	1840	806	98
1952	1322	558	157	1383	588	124	1351	590	142	1353	596	158
1953	4129	1578	126	4276	1689	281	4315	1682	238	4413	1683	200
1954	3004	1305	1527	3552	1392	921	3575	1382	772	3642	1377	639
1955	1376	509	137	1322	556	185	1404	567	181	1494	579	180
1956	867	334	575	867	371	558	944	387	538	1034	406	530
1957	2	1	806	8	4	863	18	8	838	33	13	830
1958	2482	602	83	1690	724	67	2107	863	62	2536	996	60
1959	3970	1288	275	3813	1442	210	3992	1510	195	4196	1578	180
1960	2560	889	542	2581	986	655	2725	1037	630	2885	1084	610
1961	3737	1088	389	3316	1251	499	3616	1364	474	3952	1482	450
1962	4225	1266	548	4252	1448	587	4375	1533	563	4530	1621	550
1963	1975	536	1059	1844	626	970	1981	683	961	2115	738	959
1964	679	201	230	678	230	396	705	244	391	731	257	390
1965	1061	278	358	997	328	362	1079	361	340	1159	395	320
1966	2707	825	428	2845	932	494	2886	963	466	2927	994	440
1967	2512	805	15	2739	908	290	2843	953	507	2937	994	700
1968	1952	800	319	2091	889	356	2203	940	327	2341	987	300
1969	815	277	13	800	303	20	838	316	20	877	326	20
1970	2057	601	114	1767	678	90	1934	738	90	2111	794	90
1971	1759	728	298	2046	795	252	2112	821	255	2192	843	259
1972	2895	1050	42	2933	1150	40	3046	1193	48	3186	1234	59
1973	1368	414	55	1210	463	83	1315	500	81	1443	541	80
1974	4555	1520	735	4634	1650	760	4690	1700	728	4736	1748	710
1975	1755	496	155	1479	567	319	1643	624	339	1858	691	358

Figure T-1: Transportation Analysis Zone (TAZ) Estimates - Continued

TAZ #	2010			2020			2030			2040		
	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP
1976	2450	696	29	2289	784	72	2427	849	108	2588	920	147
1977	1924	574	105	1715	648	120	1858	698	133	2021	744	148
1978	2066	897	310	2587	979	393	2669	1001	416	2768	1016	437
1979	1577	509	358	1504	566	580	1607	605	562	1752	649	550
1980	2641	810	310	2411	906	301	2584	968	288	2783	1025	280
1981	1740	578	122	1676	631	138	1730	651	133	1801	667	130
1982	2394	849	366	2578	918	711	2597	941	691	2612	964	680
1983	4959	1764	317	5080	1935	388	5310	2008	382	5589	2076	380
1984	2527	893	415	2586	988	394	2783	1050	381	3026	1115	370
1987	3088	1218	78	3554	1359	86	3875	1460	77	4252	1563	70
1989	2585	1017	653	2717	1125	577	2914	1202	604	3143	1273	636
1990	2965	1189	355	3315	1320	688	3504	1377	556	3714	1427	430
1991	2482	746	123	2419	826	182	2487	867	226	2547	902	266
1992	1187	465	185	1146	510	35	1265	562	37	1431	630	40
1993	1715	606	1028	1906	670	1183	1980	700	1259	2042	720	1331
1994	35	11	116	36	11	322	37	12	502	36	11	663
1995	511	127	661	526	152	539	630	178	565	744	206	596
1996	1863	598	293	1843	684	439	1916	740	509	1965	791	573
1997	1696	530	1837	1700	607	1751	1753	645	1688	1811	684	1650
1998	353	3	526	366	4	481	397	4	455	380	5	430
1999	0	0	3892	0	0	3923	0	0	3735	0	0	3560
2000	504	28	765	524	28	678	564	26	638	541	24	600
2001	3	1	5258	30	9	5455	141	42	5267	283	86	5180
2002	198	143	110	465	228	188	668	307	245	887	384	295
2003	373	186	52	577	282	127	762	349	164	919	396	197
2004	484	298	560	848	380	975	933	379	1137	984	373	1293
2005	819	585	1332	1451	750	1591	1353	769	1878	1154	789	2150
2006	538	360	322	1042	488	236	1181	520	289	1213	505	345

Figure T-1: Transportation Analysis Zone (TAZ) Estimates - Continued

TAZ #	2010			2020			2030			2040		
	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP
2007	8	0	3536	61	14	4112	109	32	4220	177	56	3802
2008	522	364	4394	1287	512	4628	1233	568	4656	811	543	4717
2009	251	174	3743	607	241	3775	572	261	3720	364	242	3690
2010	0	0	3302	72	23	2795	314	90	2813	677	188	2852
2011	586	411	1868	1188	615	2683	1327	784	3156	1432	966	3601
2012	366	257	2373	775	347	1903	917	372	2350	1051	397	2775
2013	0	0	4878	67	21	5116	288	83	5143	615	171	5206
2014	126	111	1980	374	158	2304	372	187	2316	226	192	2344
2015	893	740	934	1389	818	984	1269	836	1160	1021	805	1321
2016	918	641	1137	1748	1003	2276	1777	1073	2459	1437	976	2280
2017	45	1	3275	53	0	3488	53	0	3532	55	5	3597
2018	0	0	2023	0	0	2201	0	0	2240	0	0	2292
2019	0	0	407	0	0	319	0	0	283	0	0	250
2020	500	144	2285	728	185	3062	910	254	3555	1121	336	4018
2021	22	15	5797	29	19	6662	40	26	6906	51	31	7183
2022	1	1	2509	119	42	2537	180	62	2765	84	28	2994
2023	1037	608	18	1451	651	43	1521	638	41	1599	628	40
2024	866	377	1595	1239	455	1302	1438	503	1419	1627	545	1543
2025	763	352	412	984	384	600	1049	383	956	1116	385	1315
2026	206	161	6035	405	205	6030	504	251	5838	594	289	5780
2027	861	464	655	1024	489	728	1050	485	720	1090	484	719
2028	1654	701	951	1574	742	769	1623	740	761	1696	741	759
2029	1991	817	91	2278	856	228	2247	845	222	2239	839	220
2030	1568	572	49	1618	602	33	1601	595	31	1600	592	30
2031	1447	565	406	1661	594	385	1643	588	373	1641	585	370
2032	1727	797	401	2219	835	285	2189	824	274	2180	817	270
2033	3170	1873	1149	3777	1958	1237	3575	1918	1222	3370	1887	1218
2034	3107	1604	1269	3532	1679	1271	3469	1636	1204	3467	1608	1140

Figure T-1: Transportation Analysis Zone (TAZ) Estimates - Continued

TAZ #	2010			2020			2030			2040		
	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP
2035	1543	635	496	1822	706	449	1883	728	468	1954	748	488
2036	2371	1056	477	2696	1122	706	2711	1115	710	2782	1111	718
2037	2586	1240	972	2696	1306	1235	2664	1284	1176	2684	1273	1120
2038	881	484	1225	1147	514	1674	1139	513	1584	1148	515	1500
2039	1310	502	45	1229	550	40	1283	576	35	1355	605	30
2040	1021	272	700	1106	289	669	1103	289	623	1119	290	580
2041	363	172	647	411	184	580	411	185	544	419	188	510
2042	1405	662	141	1506	694	175	1464	686	191	1447	682	208
2043	1942	842	478	1960	901	542	1959	916	574	1992	936	606
2044	989	473	283	1070	497	321	1043	492	340	1034	491	358
2045	2008	996	182	2268	1043	167	2159	1021	188	2106	1007	208
2046	2192	980	202	2290	1055	240	2259	1072	264	2280	1096	287
2047	2192	953	474	2407	1010	458	2362	1014	449	2385	1021	450
2048	2192	912	209	2273	973	182	2233	987	190	2261	1003	199
2049	2337	512	1376	2499	548	1428	2636	567	1377	2736	585	1350
2050	1642	701	194	1592	755	165	1631	774	176	1691	795	188
2051	1381	591	520	1348	635	743	1378	649	769	1424	665	796
2052	1239	537	97	1233	571	149	1244	576	143	1272	583	140
2053	697	256	63	631	281	85	665	297	81	716	315	80
2054	908	392	209	948	435	210	988	462	203	1036	485	200
2055	3514	644	2162	3940	714	2360	4027	715	2247	4145	717	2170
2056	2069	838	228	1953	908	219	2022	942	207	2122	979	200
2057	2090	962	191	2135	1020	169	2115	1023	159	2132	1030	150
2058	1759	543	89	1695	586	131	1721	588	125	1757	593	120
2059	1728	677	100	1701	721	94	1721	744	91	1768	770	90
2060	2258	940	259	2377	977	266	2316	977	261	2275	980	260
2061	2043	458	1578	2120	481	1546	2189	484	1488	2248	488	1450
2062	2643	1322	969	3122	1384	1042	3086	1379	939	3124	1377	850

Figure T-1: Transportation Analysis Zone (TAZ) Estimates - Continued

TAZ #	2010			2020			2030			2040		
	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP
2063	636	464	1312	2068	1031	2271	3770	1847	3254	5097	2428	4141
2064	380	166	2	635	316	91	811	397	162	790	377	243
2065	842	360	1952	973	382	952	952	374	981	950	368	1010
2066	736	337	26	831	356	113	805	348	133	800	342	156
2067	993	534	42	1305	564	120	1261	550	137	1250	541	156
2068	562	223	3	560	242	55	559	244	70	571	247	88
2069	1042	466	256	1143	494	693	1108	483	709	1100	476	728
2070	1187	474	115	1313	508	145	1342	519	157	1376	526	169
2071	1234	466	332	1364	505	289	1433	529	312	1524	556	337
2072	789	352	359	974	379	420	1010	393	440	1057	407	458
2073	2835	1336	306	2874	1510	502	3250	1626	872	3689	1748	1230
2074	1561	1033	796	2070	1169	934	2104	1269	1272	2172	1376	1609
2075	116	45	40	110	51	47	113	54	43	119	58	40
2076	1612	759	474	1780	808	454	1714	807	426	1692	811	400
2077	2675	1146	615	2696	1254	592	2707	1307	555	2774	1367	520
2078	797	512	966	1161	557	1352	1267	577	1733	1386	597	2102
2079	253	136	752	1005	383	1173	1215	491	1561	1478	573	1937
2080	2372	1002	319	2389	1073	342	2424	1093	339	2492	1112	339
2081	874	360	273	1480	623	559	1316	551	975	1194	497	1377
2082	1155	464	92	1309	500	104	1346	519	97	1406	537	90
2083	82	50	1120	139	72	1108	188	101	980	227	124	860
2084	0	0	2009	772	242	2177	886	280	2238	660	207	2309
2085	0	0	2942	0	0	3287	0	0	3485	0	0	3685
2086	1517	459	1848	1490	524	1871	1549	581	1915	1609	631	1962
2087	626	172	560	566	203	629	669	235	651	793	263	677
2088	1731	683	615	2222	726	609	2288	736	650	2376	748	685
2089	1072	409	8	1128	435	14	1153	441	21	1198	449	29
2090	2328	833	129	2288	881	146	2319	884	171	2377	887	198

Figure T-1: Transportation Analysis Zone (TAZ) Estimates - Continued

TAZ #	2010			2020			2030			2040		
	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP
2093	2589	957	215	2635	1016	161	2687	1027	188	2782	1040	217
2097	3121	1010	142	3322	1105	163	3437	1142	222	3576	1176	284
2098	738	239	1299	815	282	873	909	320	575	1005	351	290
2099	1348	529	404	1354	569	480	1407	581	444	1478	594	410
2100	1687	649	259	1742	701	260	1798	717	250	1874	732	240
2101	1148	417	728	1240	502	628	1508	592	655	1764	670	685
2102	1996	1053	206	2260	1118	210	2232	1112	224	2176	1095	238
2105	2722	946	129	2744	1008	39	2798	1022	24	2834	1021	10
2106	485	183	2	493	213	15	569	241	13	645	266	10
2107	0	0	134	0	0	297	0	0	186	0	0	80
2108	0	0	3	0	0	335	0	0	230	0	0	130
2109	2938	1005	289	2965	1080	153	3011	1101	100	3062	1119	50
2113	625	213	132	1189	384	94	1860	603	97	2376	770	99



PARKS, RECREATION AND OPEN SPACE

Introduction

The Parks, Recreation and Open Space Chapter sets broad policy to create an equitable, safe, connected and sustainable park system for all users. The Saint Paul park system includes parks, parkways, recreation centers, public spaces and trails. It comprises a large, diverse and vibrant network of people, spaces and facilities that is recognized by Saint Paul citizens as one of the city's great shared assets. Together, the system components form a vital connective tissue, facilitating a sense of community, and fostering stewardship of nature and community spaces.

Park facilities and programs improve the quality of life for all residents and visitors, regardless of age, background or ability. They foster public health by providing opportunities for physical fitness, and promoting mental and social well-being. Parks and Community Centers serve an important role for the city's youth by providing safe and healthy places and activities. Parks connect us to the Mississippi River and lakes by providing access and spaces to enjoy them. Great public spaces are an important component of sustainable economic development, drawing and retaining residents, increasing nearby property values and attracting businesses.

Change is constant in Saint Paul, and the City must respond accordingly. This change can take the form of demographic shifts (especially regarding age and ethnicity), advances in technology and ongoing development. It will be necessary to periodically evaluate how well the park system is meeting changing needs, challenges and opportunities.

The following goals guide the Parks, Recreation, and Open Space chapter:

1. Equitable allocation of programs, resources and amenities
2. People, programming and spaces responsive to changing needs
3. Environmental and economic sustainability
4. A healthy network of community partnerships
5. Strong and accessible connections

Goal 1: Equitable allocation of programs, resources and amenities

Policy PR-1. Ensure equitable access to Parks and Recreation programs, resources and amenities.

Policy PR-2. Reduce barriers to Parks and Recreation facilities and programming, including those caused by financial, physical, language and perception issues.

Policy PR-3. Engage diverse community groups and all potentially impacted stakeholders in setting balanced priorities for park-related matters.

Policy PR-4. Prioritize investment in physical assets of Community Centers to ensure that common minimum standards are met.

Policy PR-5. Use mobile recreation to fill park or recreation service gaps, enhance events, and provide quality recreation to neighborhood and community parks.

Policy PR-6. Foster opportunities for community-building and personal connections through Community Center facility use and programming.

Policy PR-7. Ensure that communications are up-to-date, understandable and engaging.

Goal 2: People, programming and spaces responsive to changing needs

Policy PR-8. Use customer and resident feedback on needs, satisfaction and trends to improve park experience and bring in new users.

Policy PR-9. Embrace and integrate emerging cultural and recreation trends, particularly those that meet the recreational needs of youth, underserved populations and emerging resident groups.

Policy PR-10. Strengthen the cultural competency of Parks and Recreation staff.

Policy PR-11. Ensure Parks and Recreation staff reflect the demographic diversity of a dynamic city to better inform decisions regarding operations and facilities.

Policy PR-12. Account for seasonality and climate resiliency in the design, maintenance and programming of Parks and Recreation assets to maximize activity throughout the year.

Policy PR-13. Support volunteer engagement and participation to enhance stewardship, programming, social cohesion and ownership.

Policy PR-14. Innovate in park design and maintenance, while making use of best practices.

Policy PR-15. Improve safety in existing and future parks through design, maintenance and programming.

Policy PR-16. Support innovative and sustainable transportation options that enhance access to and use of Parks and Recreation facilities, such as electric vehicles, bike share and ride share.

PERCEPTIONS OF “PARK”

Text to come.

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Goal 3. Environmental and economic sustainability

Policy PR-17. Improve the environmental sustainability and resiliency of parks through strategies such as shared, stacked-function green infrastructure; best management practices in stormwater management; increased tree canopy; increased plant diversity and pollinator-friendly plantings.

Policy PR-18. Closely monitor invasive species on park property and respond to threats.

Policy PR-19. Ensure that programming and facilities support public health and personal improvement efforts, such as education, job training, and fitness and nutrition programs.

Policy PR-20. Model sustainable practices in park construction and operations when possible.

Policy PR-21. Perform routine and preventative maintenance on park assets to protect them and maximize the service life of structures and natural resources.

Policy PR-22. Develop shared-use facilities as a first option when contemplating new or replacement indoor recreation facilities.

Policy PR-23. Strive to make programming financially self-sustaining.

Policy PR-24. Use data-driven evaluation of park assets to develop a maintenance and replacement schedule, and plan for future budgetary needs.

Policy PR-25. Rate future building investments as they are presently but with additional weight given to cost benefit analyses and return on investment principles.

Goal 4: A healthy network of community partnerships

Policy PR-26. Collaborate with other public and private entities to maximize use and create operational efficiencies of existing facilities and programming when there is a net benefit to the public.

Policy PR-27. Seek out partnerships with private entities to finance capital and maintenance costs of Parks and Recreation facilities without compromising good design solutions or over-commercializing the public realm.

Policy PR-28. Encourage and support private landowners and developers to create and maintain privately-owned public space (POPS) and green infrastructure, especially as land use intensity and activity levels increase.

Policy PR-29. Support community gardens and private landscape beautification efforts where physically and financially feasible.

Policy PR-30. Encourage business partnerships that provide value-added services to park users, cover city costs, and generate revenue to enhance and expand programming.

Policy PR-31. Coordinate with Saint Paul Public Schools to reduce redundancies, and become more efficient in maintaining physical plants and managing fields.

Goal 5: Strong and accessible connections

Policy PR-32. Prioritize safety and equity when filling gaps in the trail and bikeway system to ensure seamless connections throughout the city for pedestrians and bicyclists of all ages and abilities.

Policy PR-33. Integrate parkways and trails with the city's broader transportation network to provide convenient and safe access to the park system.

Policy PR-34. Pursue strategic acquisitions to fill existing gaps and address changing needs in the parks system.

Policy PR-35. Improve and encourage pedestrian and bicycle connections between park facilities and other significant destinations, such as lakes and rivers, schools, transit facilities and Neighborhood Nodes.

Policy PR-36. Emphasize safety, convenience and comfort when designing new trails or rebuilding those that already exist.

Policy PR-37. Provide interpretive elements to educate users about unique aspects of the park system.

Policy PR-38. Provide consistent wayfinding signage in each project or park so that it is recognizable as part of the broader City system.

Policy PR-39. Involve staff from the Department of Parks and Recreation from the beginning of discussions regarding large-scale land redevelopment sites.

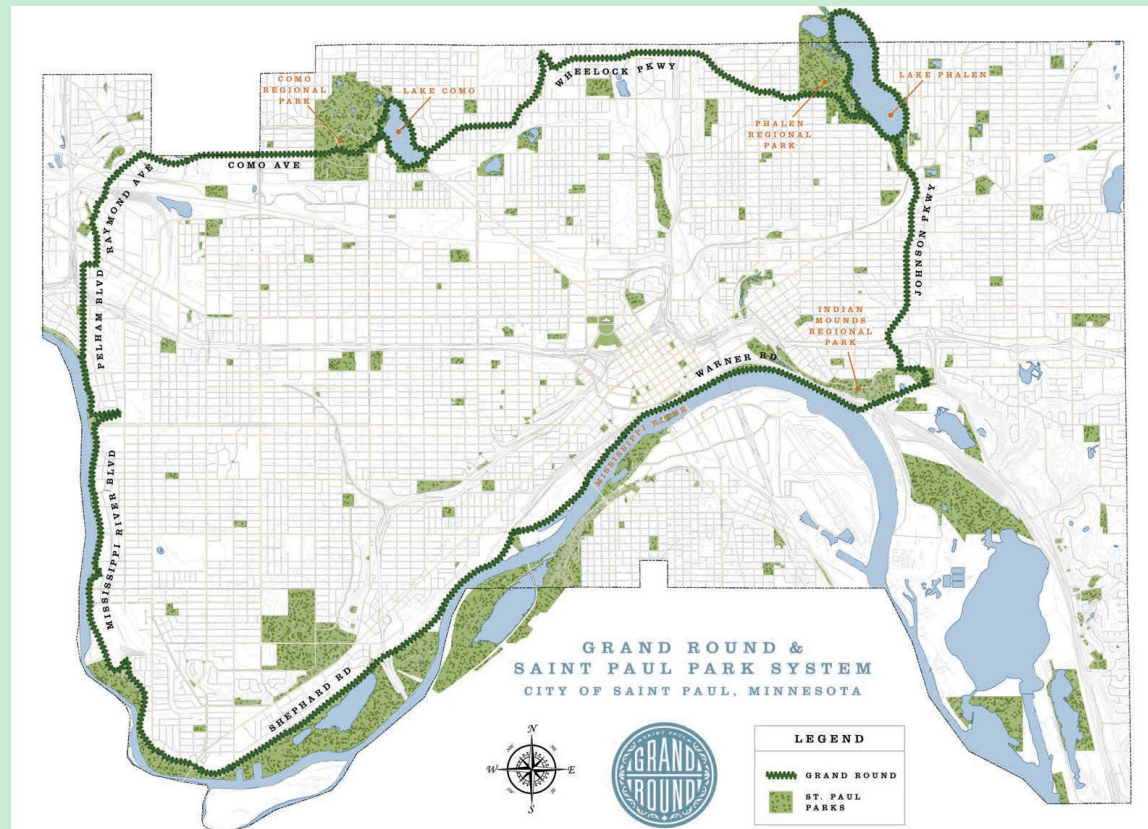
Policy PR-40. Address physical park encroachments that impair use through effective parkland management and protection.

THE GRAND ROUND

The Saint Paul Grand Round was conceived of in 1872 by landscape architect H.W.S. Cleveland. He envisioned a park system connecting all parts of Saint Paul with expansive boulevards and luxurious greenery that would serve cyclists and pedestrians.

Although the Grand Round was conceived in the late 19th Century, it was only partially realized in the decades that

followed. In the early 2000s, a focus on completing the system was renewed. This effort was supported by community interest and prioritized through the adoption of planning documents, including the Comprehensive Plan. More than 140 years after it was initially conceived, the Grand Round is finally close to being realized as a unifying recreation and transportation asset for the entire city.



Appendix A

To view the following data online, please visit our Open Information Platfrom at: <https://information.stpaul.gov/>

Map P-1: Regional Parks and Trails 22

Map P-2: Existing and Proposed Local Parks 22

Appendix B

To view the following data online, please visit our Open Information Platfrom at: <https://information.stpaul.gov/>

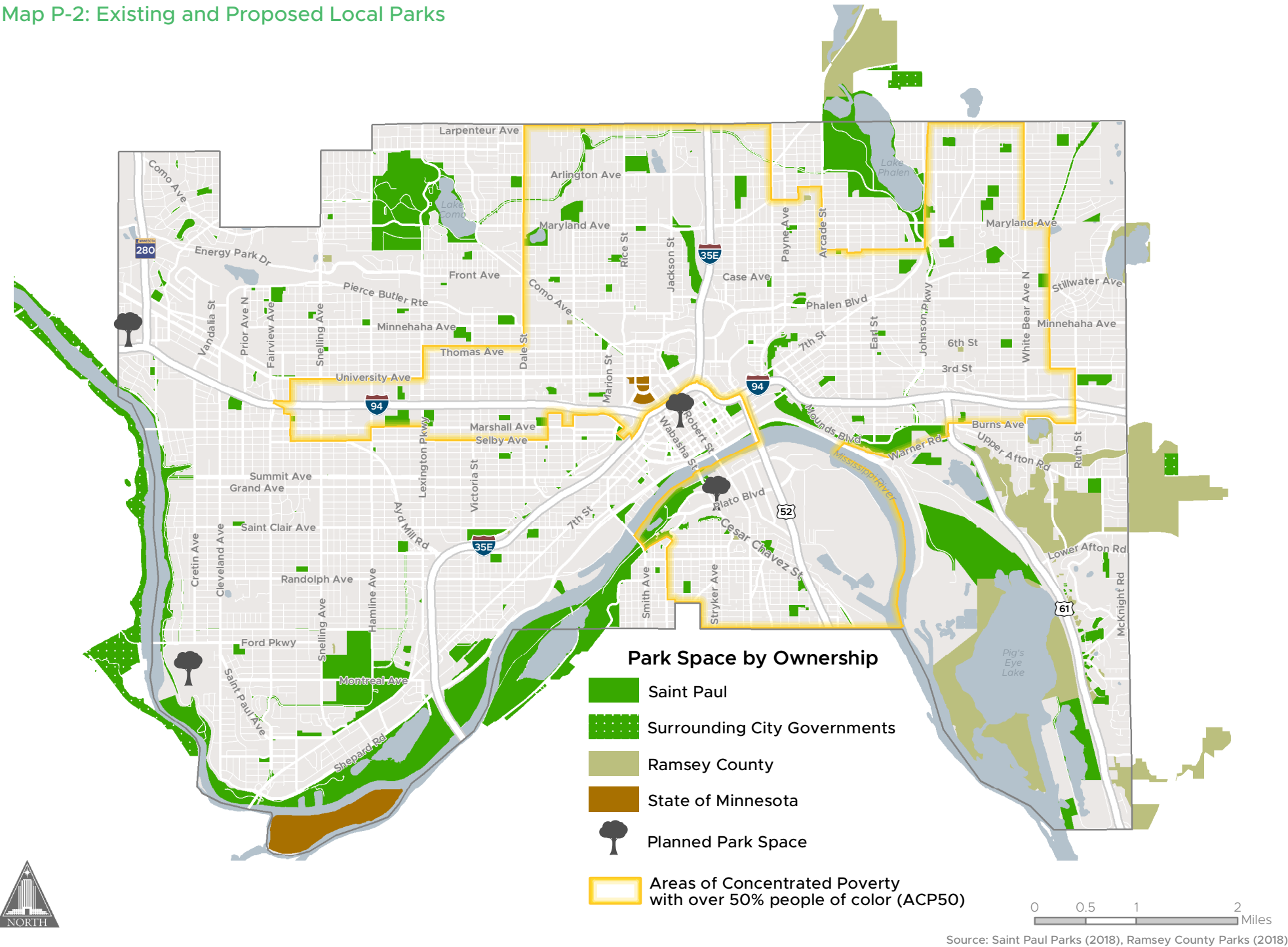
Figure P-1: 22

Figure P-2 22

Map P-1: Regional Parks and Trails



Map P-2: Existing and Proposed Local Parks





HOUSING

Introduction

Housing meets a fundamental human need and, as such, is a critical infrastructure system of a city. Unlike other infrastructure systems, such as roads or water, a City does not have full control of housing development, maintenance, replacement or cost, as housing is generally provided through the private market. What cities can do is administer planning, zoning and building codes to guide the location of residential development, and ensure that housing is healthy and safe. Cities also have responsibilities to manage a complex set of issues around housing fairness, choice, health, stability and affordability, all of which are tied to a City's core values.

The Housing chapter continues to embrace Saint Paul's decades-old commitment to an all-incomes housing strategy by addressing the broad continuum of housing needs and challenges faced by Saint Paul residents—from those experiencing homelessness to those in need of affordable housing to those wishing to buy a home or rent an apartment in the city. In addition, the chapter begins to challenge some deeply-rooted beliefs around neighborhood housing and household types to help provide additional housing choice for Saint Paul's growing, aging and increasingly diverse population over the next 20 years. Finally, housing policy cannot be considered in a vacuum. It needs to be thought of in terms of economic development (to build household income and net worth), transportation (to connect people from home to work) and land use (to locate parks, employment, education and other uses in close proximity to housing).

The following goals guide the Housing chapter:

1. Decent, safe and healthy housing for all Saint Paul residents.
2. Well-designed, energy-efficient buildings and sites constructed with quality materials.
3. Fair and equitable access to housing for all city residents.
4. A supportive environment for homeownership.
5. Stable rental housing.
6. Improved access to affordable housing.
7. Strong neighborhoods that support lifelong housing needs.

Goal 1: Decent, safe and healthy housing for all Saint Paul residents.

Policy H-1. Ensure upkeep and maintenance of the aging housing stock through enforcement of property maintenance codes.

Policy H-2. Ensure safe housing through the continuation and refinement, as needed, of the rental Certificate of Occupancy and the Truth in Sale of Housing programs.

Policy H-3. Consider the expected lifecycle, market viability and ongoing maintenance

needs of residential structures prior to providing public rehabilitation funds to ensure responsible investment of public funds and not overburden future owners with future maintenance costs.

Policy H-4. Address housing deficiencies and encourage reinvestment in residential properties by supporting maintenance and rehabilitation programs for property owners.

Policy H-5. Work to reduce lead exposure in homes built prior to 1978 through the support of lead identification and mitigation programs offered by the City of Saint Paul, Saint Paul-Ramsey County Public Health and other partner agencies.

Policy H-6. Improve indoor air quality to reduce asthma and address other air quality-associated health issues by reducing exposure to mold, indoor tobacco smoke, radon and soil vapors in homes; supporting City requirements and partner agency programs; and seeking state and regional cleanup funding. Mitigation of these issues should be prioritized for existing structures.

Metropolitan Affordable Housing Allocation

As part of the 2040 Housing Policy Plan, the Metropolitan Council identified the number of all households expected to need affordable housing (rental and ownership) in the region, and allocated a share of the projected regional affordable housing need to each municipality in the seven-county metropolitan area. The region is projected to need an additional 37,400 housing units affordable to households at 80% of AMI or lower between 2020 and 2030, with

51% of those units affordable at 30% of AMI, 25% of those units affordable to households at 31- 50% of AMI, and 24% of those units affordable to households at 51- 80% of AMI.

Saint Paul’s affordable housing allocation is summarized in the following table.

Figure H-1: Affordable Housing Allocation for the City of Saint Paul

Affordable Level	Number of Units
At or below 30% of AMI	832
31 to 50% of AMI	128
51 to 80% of AMI	1,013
Total	1,973

Goal 2: Well-designed, energy-efficient buildings and sites constructed with quality materials.

Policy H-7. Encourage creativity in building design and site layout.

Policy H-8. Encourage the use of universal design elements to make housing accessible for all residents.

Passive House Principles

While passive building principles have been used widely throughout Europe, interest in these ultra-energy efficient buildings is starting to grow in the United States. A passive building is designed and built in accordance with these five building-science principles:

- The building employs continuous insulation throughout its entire envelope without any thermal bridging.
- The building envelope is extremely airtight, preventing infiltration of outside air and loss of conditioned air.
- The building employs high-performance windows (typically triple-paned) and doors.
- The building uses some form of balanced heat- and moisture-recovery ventilation, and a minimal space conditioning system.
- Solar gain is managed to exploit the sun's energy in the heating season and minimize overheating during the cooling season.

Passive building principles can be applied to all building types – from single-family homes to multi-family apartment buildings, offices and skyscrapers.

Policy H-9. Ensure green building practices are used for housing projects that the City/HRA financially participate in by maintaining and updating, as needed, the City's sustainable building policy.

Policy H-10. Encourage the use of energy efficient mechanical systems and building products in rehabilitation and new construction to decrease building operation costs and impacts on the environment.

Policy H-11. Partner with utility companies, nonprofits and other agencies to reduce the number of energy-burdened households by encouraging building owners to undertake energy audits of their properties and make improvements, such as new metering technologies that allow sub-metering.

Policy H-12. Demonstrate the effectiveness of new construction technologies or techniques, such as passive building standards, that push the boundaries of energy efficiency in housing.

Policy H-13. Encourage the use of long-lasting, high-quality building materials for residential buildings to decrease long-term housing maintenance and energy costs.

Policy H-14. Encourage the use of low-impact landscaping, such as no-mow yards, native landscaping and rain gardens, to reduce the consumption of natural resources in yard maintenance.

Goal 3: Fair and equitable access to housing for all city residents.

Policy H-15. Accommodate a wide variety of culturally-appropriate housing types throughout the city to support residents at all stages of life and levels of ability.

Policy H-16. Increase housing choice across the city to support economically diverse neighborhoods by pursuing policies and practices that maximize housing and locational choices for residents of all income levels.

Policy H-17. Ensure that the regulatory definitions of family and allowable dwelling types meet the needs of residents and reflect how people want to live, while meeting fair housing requirements.

Policy H-18. Foster the preservation and production of supportive housing and housing for people experiencing homelessness.

Policy H-19. Continue interdepartmental coordination and implementation of the recommendations of the Analysis of Impediments report and other fair housing issues.

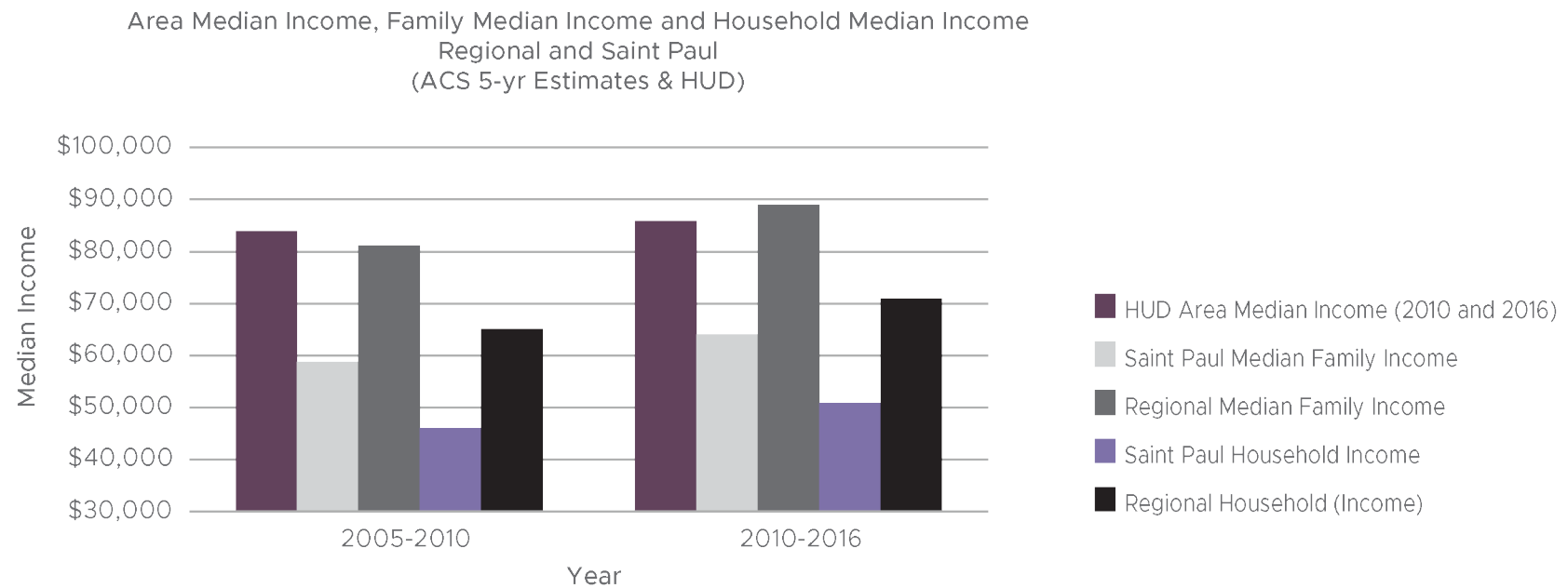
Area Median Income (AMI), Family Median Income and Household Median Income

Median income is an important factor in housing affordability, and is used by the federal government to establish affordability limits on income-restricted housing. Annually, the Department of Housing and Urban Development (HUD) calculates the area median income (AMI) for metropolitan areas throughout the country. HUD focuses on the region instead of the individual city, because families searching for housing are likely to look beyond a city itself to find a place to

live. These calculations are used to determine eligibility in income-restricted housing and to establish rent limits for these units. AMI is used as the standard annual income for a family of four' the number is adjusted up or down for larger and smaller families.

The 2017 AMI for the region is \$90,400. AMI for the Minneapolis-Saint Paul-Bloomington Metropolitan Statistical Area (MSA) increased by approximately 2% between 2009 and

2016, from \$80,900 to \$85,800. Saint Paul's AMI increased 9% during the same period, from \$58,742 to \$64,072. On average over this period, Saint Paul's median family income was 28% lower than the region. Looking beyond family households and including non-family households, the median income declines for both the region and the city. In 2016, the median household income for the region was \$70,922 and \$50,820 for the city.



Fair Housing, Affirmatively Furthering Fair Housing and the Analysis of Impediments

Federal fair housing laws protect all individuals seeking housing, including renters, homebuyers, persons obtaining a mortgage or homeowners insurance, and others. The federal Fair Housing Act prohibits discrimination in housing due to being affiliated with a “protected class,” including race, color, religion, national origin, gender, disability or familial status (presence of children under the age of 18 and pregnancy). The Minnesota Human Rights Act law adds creed, sexual orientation, marital status, receipt of public assistance, age and local human rights commission activity to the federal list of protected classes.

The Department of Housing and Urban Development requires that its grantees work to affirmatively further fair housing, by:

1. conducting an analysis to identify impediments to fair housing choice within the jurisdiction;
2. taking appropriate actions to overcome the effects of any impediments identified through the analysis; and
3. maintaining records reflecting the analysis and actions taken in this regard.

HUD interprets those broad objectives to mean:

- Analyze and eliminate housing discrimination in the jurisdiction
- Promote fair housing choice for all persons
- Provide opportunities for inclusive patterns of housing occupancy regardless of race, color, religion, sex, familial status, disability and/or national origin
- Promote housing that is structurally accessible to, and usable by, all persons, particularly persons with disabilities
- Foster compliance with the nondiscrimination provisions of the Fair Housing Act

The Analysis of Impediments (AI) is a process by which HUD grantees examine what issues may impede fair housing requirements within their jurisdiction, and identify ways in which those issues may be mitigated. Saint Paul is a member of the ad hoc Fair Housing Implementation Council (FHIC), which was established in 2002 to coordinate efforts of its participating members to comply with their obligations to affirmatively further fair housing throughout the Twin Cities metro housing market area. This includes the development of the AI.

Goal 4: A supportive environment for homeownership.

Policy H-20. Collaborate with partner agencies, lenders and the real estate industry to reduce racial disparities in homeownership that could be attributed to unequal access to fair lending or intentional steering to specific neighborhoods.

Policy H-21. Promote shared-equity ownership options, such as land trusts or cooperatives, to help make homeownership achievable for a greater number of households.

Policy H-22. Improve access to financial capital for homeownership through partnerships with financial institutions for down payment assistance and first-time homebuyer mortgage programs.

Policy H-23. Collaborate with the lending community on development of culturally-appropriate mortgage products and other lending instruments that create an avenue to access financial capital for all of Saint Paul’s cultural communities.

Policy H-24. Encourage homeowner education through continued support of organizations that provide services, such as financial counseling and pre-and post-purchase training, to help potential and new homeowners make well-informed financial and maintenance decisions.

Policy H-25. Continue foreclosure prevention programs to help residents understand available options and provide guidance throughout the process.

Goal 5: Stable rental housing.

Policy H-26. Create awareness around tenant and landlord rights, responsibilities, best practices and resources to decrease conflicts that could lead to evictions.

Policy H-27. Collaborate with HUD, Minnesota Housing Finance and affordable housing providers to preserve project-based Section 8 assistance within the city that are at risk of being withdrawn from a building or transferred to another building outside of Saint Paul.

Policy H-28. Advocate for research on and best practices for tenant screening criteria, such as credit, criminal and rental history reviews, to reduce housing insecurity for those with low credit scores, past evictions or criminal convictions.

Policy H-29. Support efforts and/or legislation to discourage renter displacement due to a change in ownership that increases rents and/or eliminates acceptance of Section 8 vouchers.

Policy H-30. Support efforts to reduce non-just-cause evictions filings.

Overview of Rent Subsidized Housing Programs

	Public Housing	Project-Based Section 8	Section 8 Housing Choice Vouchers
What it is	<ul style="list-style-type: none"> Publicly-owned and -managed rental units for low-income households. Some units are reserved for seniors or people with disabilities. This is a project-based subsidy- i.e. the subsidy stays with the unit. 	<ul style="list-style-type: none"> Privately-owned and -managed rental units for low-income households. Property owners commit to have Section 8 units for at least 20 years. Some units are reserved for seniors, people with disabilities or other populations. This is a project-based subsidy – i.e. the subsidy stays with the unit. 	<ul style="list-style-type: none"> Government-funded program that helps low-income households pay the rent on private, market-rate rental units. A renter finds a unit (within certain requirements); a housing authority pays a portion of the rent directly to the property owner. This is a tenant-based subsidy – i.e. the subsidy goes with the tenant.
What it costs	<ul style="list-style-type: none"> Most units cost 30% of the household's adjusted gross income. Some units have a low, fixed rent amount. 	<ul style="list-style-type: none"> Most units cost 30% of the household's adjusted gross income. Some units have a low, fixed rent amount. 	<ul style="list-style-type: none"> 30% to 40% of a household's adjusted gross income.
What is available in Saint Paul	<ul style="list-style-type: none"> 4,274 dwelling units 16 high-rise buildings; 4 family townhouse developments; and 402 units in scattered site single-family houses and duplexes. Managed by Saint Paul Public Housing Agency (PHA). Go to www.stpha.org/publichousing for more information. 	<ul style="list-style-type: none"> Approximately 3,100 units in 37 projects managed by Minnesota Housing. Approximately 500 units in 24 projects managed by Saint Paul PHA. Go to www.housinglink.org to find Project-Based Section 8 units. 	<ul style="list-style-type: none"> Approximately 4,664 Section 8 vouchers administered by Saint Paul PHA. Section 8 waiting list is currently closed and has not been open since 2007. Go to www.stpha.org/section-8 for more information.

Source: Adapted from HousingLink, 2006 (<https://www.housinglink.org/Files/Big%203%20-%20Subsidized%20Housing.pdf>)

Examples of Affordable Housing in Saint Paul

Income-restricted affordable housing is designed and built to blend into its surroundings. That is, if a passerby does not know the rental requirements of these buildings, they would not know they are affordable housing. The accompanying pictures are all recent affordable or mixed-income housing developments built in Saint Paul.

[Insert picture of Schmidt Brewery, Insert Picture of Sherman Phase 1, Insert Picture of Cambric, Insert Picture of PPL on University.]

Goal 6: Improved access to affordable housing.

Policy H-31. Support the development of new affordable housing units throughout the city.

Policy H-32. Continue to use City/HRA resources to support affordable rental housing citywide with at least 30 percent of the total rental units (both market-rate and affordable) financially assisted by the City/HRA being affordable to households earning 60 percent or less of AMI with at least:

- 10 percent of all units being affordable to households earning 30 percent of AMI;
- 10 percent of all units being affordable to households earning 50 percent of AMI; and
- 10 percent of all units being affordable to households earning 60 percent of AMI.

Policy H-33. Further affordable *ownership* housing goals in HRA/City-financially-assisted projects by working toward 20 percent of all ownership units being affordable to residents earning 80 percent of AMI and 10 percent of all ownership units being affordable to residents earning 60 percent of AMI.

Policy H-34. Work with partners to explore mechanisms to ensure that affordable ownership units developed with City/HRA assistance remain affordable beyond the first generation of owners.

Policy H-35. Encourage the development of family-sized affordable housing in strong market areas.

Policy H-36. Encourage the development of affordable housing in areas well-served by transit and/or in proximity to employment centers.

Policy H-37. Encourage acquisition, if put up for sale, of naturally-occurring affordable housing by nonprofit organizations, community development corporations, religious institutions, tenants and/or private-sector actors committed to preserving and investing in affordable housing, as well as the long-term upkeep and maintenance of these properties.

Policy H-38. Prioritize preservation of naturally-occurring affordable housing in areas with improved/improving transit and/or planned reinvestment to reduce resident displacement.

Policy H-39. Promote preservation of existing income-restricted affordable housing units to ensure continued affordability of those units.

Policy H-40. Consider use of official controls to require affordable housing to achieve mixed-income neighborhoods.

Policy H-41. Pursue public and private funding sources for affordable housing preservation and production.

Policy H-42. Encourage and support state and federal legislation that preserves existing programs and provides new funding for affordable ownership and rental housing.

Policy H-43. Strive to achieve the Metropolitan Council's affordable housing goals.

Goal 7: Strong neighborhoods that support lifelong housing needs.

Policy H-44. Support the development of new housing, particularly in areas identified as Mixed Use, within Urban Neighborhoods, and/or in areas with the highest existing or planned transit capacity/strong transit services, to meet market demand for living in walkable, transit-accessible, urban neighborhoods.

Policy H-45. Encourage high-quality urban design for residential development that is compatible with the pattern and scale of the neighborhood, but allows for innovation and consideration of market needs.

Policy H-46. Explore expanding permitted housing types in Urban Neighborhoods (as defined in the Land Use Chapter) to include duplexes, triplexes, town homes, small-scale multi-family and accessory dwelling units to allow for neighborhood-scale density increases and broadened housing choices.

Policy H-47. Consider amendments to the zoning code to permit smaller single-family houses and duplexes to facilitate the creation of small-home development types, such as pocket neighborhoods and cottage communities.

Policy H-48. Balance the market demand for larger homes in strong market areas with the need to maintain a mix of single-family housing types that is sensitive to the surrounding neighborhood context.

Policy H-49. Analyze the neighborhood context of residential structures, in addition to general safety, prior to moving forward with City-sponsored demolition to ensure neighborhood housing assets are not prematurely removed.

Policy H-50. Collaborate with Saint Paul Public Schools and other educational partners to ensure that school choice and location further housing investment and neighborhood stability.

Policy H-51. Continue to work with neighbors, neighborhood organizations and colleges/universities to reduce conflicts between students and longer-term neighborhood residents.

Policy H-52. Support alternative household types, such as co-housing, intergenerational housing, intentional communities or other shared-living models, that allow residents to "age in community."

Policy H-53. Support housing for older people that is proximate to transit.

Policy H-54. Improve the stability and health of communities of concentrated disadvantage by implementing place-based investments, such as public infrastructure, improvements and maintenance.

Missing Middle Housing

The Missing Middle is a segment of the housing market that contains small-scale multifamily or clustered housing types compatible in scale with single-family neighborhoods. It is a land use, economic development and urban design strategy that allows cities to support walkable,

transit-supportive neighborhoods without significantly increasing densities in predominantly single-family neighborhoods. Missing Middle housing provides more housing choice, is more sensitive to neighborhood context, and provides a way for urban neighborhoods

to adapt to housing trends. Missing Middle housing types include accessory dwelling units, duplexes, triplexes, fourplexes, courtyard apartments, bungalow courts, mansion-style multi-family and multiplexes. Excellent examples of these housing types can be found throughout Saint Paul.



Housing Need Implementation Strategy

partnerships, and educational materials, and identifies City/HRA funding and potential outside funding resources.

The following tables identify City and HRA actions to address the City's housing need, including (not in priority order):

- Upkeep and maintenance of aging housing stock,
- Homeownership opportunities,
- Affordable rental housing,
- Decrease homelessness,
- New market rate housing; and
- Affirmatively furthering fair housing.

City actions are broken out into the following categories by direct City/HRA actions, which include:

Financial Resources/Strategy: Focuses on actions the City/HRA may undertake that bring financial capital to an individual, project, or program.

Regulations/Agreements/Plans: Focuses on regulations, agreements, or plans that support or could better support the mitigating the identified need.

Strategic Partnerships: Focuses on work done in collaboration with external entities.

Education/Information: Focuses on educational activities or information to provision.

The strategy provides further guidance on the programs, tools, existing and potential

Need: Upkeep and Maintenance of Aging Housing Stock

- Provide financial programs for and refer residents to other resources to assist low-to-moderate income households with maintenance and upkeep
- Ensure health and safety in ownership and rental housing
- Connect residents to city resources and information on resources.

NOTE: The HRA has initiated a Fair Housing Strategic Planning effort, and recommendations from that process have not been made at the drafting of this implementation strategy

Financial Resources/Strategy	Regulations/Agreements/Plans	Strategic Partnerships	Education/Information
<ul style="list-style-type: none"> – Provide city loans to finance housing improvements, upkeep, and emergency maintenance of owner-occupied structures. – Provide city loans to finance improvements to non-owner-occupied small-scale rental properties. – Investigate ways in which to develop culturally appropriate lending products for city housing improvement loans. – Encourage nonprofits and neighborhood organizations to apply for housing fix up grants through Neighborhood STAR and the CIB process. 	<ul style="list-style-type: none"> – Continue to ensure minimum health and safety in rental housing under the Fire Certificate of Occupancy Program. – Continue to require code inspections of for-sale properties under the Truth in Sale of Housing program. – Continue to enforce property maintenance codes. 	<ul style="list-style-type: none"> – Continue to work with Ramsey County Public Health on lead paint abatement. – Refer homeowners to Minnesota Homeownership Center. – Refer owners of historic resources to organization that can help them with potential state and federal resources. 	<ul style="list-style-type: none"> – Maintain up-to-date information on the City's website on city loan resources. – Supply information to non-code compliant properties on city loan programs with violation letter. – Continue to make Truth in Sale of Housing reports available on the City's website – Continue to maintain access to Fire Certificate of Occupancy information on the City's website.
City Funding Programs	Plans/Official Controls/Programs	Existing and Potential Partners:	Materials
<ul style="list-style-type: none"> – Citywide Deferred Rehabilitation Loan – Citywide Low-Interest Rehabilitation Loan – Emergency Loan Fund – Rental Rehab Program 	<ul style="list-style-type: none"> – Fire Certificate of Occupancy – Truth in Sale of Housing 	<ul style="list-style-type: none"> – Minnesota Housing – Ramsey County – Historic Saint Paul – Preserve Frogtown 	<ul style="list-style-type: none"> – Provide information in consistent form – Develop handout/brochure with information and contact numbers
Potential City Funding Sources:		Potential Outside Funding Sources	
CDBG HRA resources Loan Returns Sales Tax Revitalization Fund (STAR)		Neighborhood loan programs Bank financing	

Need: Homeownership Opportunities

- Increase neighborhood stability and community wealth through homeownership.
- Foster home ownership in historically underserved communities.
- Improved access to affordable homeownership for low-to moderate-income households. (Target income levels: ≤80% of AMI)

NOTE: The HRA has initiated a Fair Housing Strategic Planning effort, and recommendations from that process have not been made at the drafting of this implementation strategy.

Financial Resources/Strategy	Regulations/Agreements/Plans	Strategic Partnerships	Education/Information
<ul style="list-style-type: none"> – Facilitate access to capital for all residents by working with the lender community and advocating for culturally appropriate mortgage products. – Continue to sell existing HRA-owned properties and provide gap financing for affordable ownership housing. – Support grant applications to offset extraordinary costs (e.g. environmental cleanup, enhanced design) for ownership housing. 	<ul style="list-style-type: none"> – Increase affordability of ownership housing by increasing potential for rental revenue by considering to allow accessory dwelling units citywide. – Decrease land costs for new ownership development by considering the following changes to the Zoning Code: <ul style="list-style-type: none"> ▪ Reduction of minimum lot size and per unit area requirements. ▪ Increase ability for small units or cluster developments. ▪ Minimum dimensional standard for one-family dwellings in residential districts. 	<ul style="list-style-type: none"> – Refer potential buyers to the Minnesota Homeownership Center and local nonprofit resources. – Encourage developers to build diverse ownership housing types, including single-family, townhomes, and condominiums. 	<ul style="list-style-type: none"> – Support homebuyer pre- and post-purchase counseling. – Continue to provide foreclosure counseling to city homeowners. – Raise awareness within buyer community and developers of shared-equity models (land trusts and housing cooperatives) that can help to make ownership more affordable. – Support translation of homeownership education materials for non-English speakers. – Raise awareness that existing small “lots of record” are buildable lots.
City Programs	Specific Tool	Existing and Potential Partners:	Materials
<ul style="list-style-type: none"> – Inspiring Communities 	<ul style="list-style-type: none"> – Zoning Code 	<ul style="list-style-type: none"> – Minnesota Housing – Minnesota Home Ownership Center – Dayton’s Bluff Neighborhood Housing Services – Neighborhood Development Alliance – NeighborhoodWorks Home Partnership – Fair Housing Implementation Council – Habitat for Humanity – Rondo Community Land Trust – Twin Cities Land Trust 	<ul style="list-style-type: none"> – Provide links to translated homeownership materials on City website. – Develop a small lot development information sheet.
Potential City Funding Sources: (All are currently used)		Potential Outside Funding Sources	
CDBG HRA resources HOME	Land write down Sales Tax Revitalization fund	Minnesota Housing Consolidated RFP DEED, Met Council, and Ramsey County Brownfields Grants	Met Council LCDA/LCDA-TOD grants

Need: Affordable Rental Housing (page 1)

- Preservation of project-based Section 8, income-restricted, and naturally-occurring affordable housing.
- Development of new affordable housing units.
- Advocate for increased federal and state funding for affordable housing.

NOTE: The HRA has initiated a Fair Housing Strategic Planning effort, and recommendations from that process have not been made at the drafting of this implementation strategy.

Financial Resources/Strategy	Regulations/Agreements/Plans	Strategic Partnerships	Education/Information
<ul style="list-style-type: none"> – Modify, as needed, the Qualified Allocation Plan to respond to changing affordability needs within the city. – Explore ways to preserve naturally-occurring affordable housing. – Finance building improvements to maintain affordable real estate assets. – Continue to support LIHTC project development throughout the city. – Support grant applications to offset extraordinary costs (e.g. environmental cleanup, enhanced design) for affordable housing. – Support increased federal funding for the Section 8 program and development programs. – Seek state funding for supportive and extremely-low income housing. – Explore ways to get deeper affordability for extremely low-income households that may not need support services. 	<ul style="list-style-type: none"> – Guide land at sufficient densities to accommodate the City’s allocation of the regional affordable housing need. (See Future Land Use Map in this document.) – Require all neighborhood, station area, and small area plans to include goals, policies and/or recommendations as to how affordable housing will be accommodated in the study area. – Track affordability term expiration of project-based Section 8 and income-restricted units. – Proactively work with affordable housing owners to extend affordability terms when nearing end of obligation. – Encourage extensions of project-based Section 8 terms. – Negotiate provision of units affordable at lower income levels through the funding request to meet the City’s/HRA’s 10-10-10 affordability policy. – Track market conditions to determine if regulatory tools could support the development of affordable housing. 	<ul style="list-style-type: none"> – Work with Saint Paul Public Housing and affordable housing providers to maintain affordability in scattered site housing if sold. – Work with HUD, Minnesota Housing, and affordable housing providers to preserve project-based Section 8 units at risk of non-renewal from a building or transferred out of Saint Paul. – Continue participation in Interagency Stabilization Group. – Participate in the Fair Housing Implementation Council. 	<ul style="list-style-type: none"> – Provide clear expectations to District Council and Planning Committees on affordable housing planning requirement; update the Area Plan Guidelines. – Raise awareness in the affordable housing development community on the City’s affordable housing production policy (10-10-10). – Report annual affordable rental housing preservation and production, including progress on the 10-10-10 policy using the LCA goal period as the policy’s time period.

Need: Affordable Rental Housing (page 2)

- Preservation of project-based Section 8, income-restricted, and naturally occurring affordable housing. (Target incomes: ≤60% of AMI)
- Development of new affordable housing units. (Target incomes: ≤60% of AMI)
- Advocate for increased federal and state funding for affordable housing. (Target incomes: ≤60% of AMI, with focus on ≤30% of AMI)

NOTE: The HRA has initiated a Fair Housing Strategic Planning effort, and recommendations from that process have not been made at the drafting of this implementation strategy.

Financial Resources/Strategy	Regulations/Agreements/Plans	Strategic Partnerships	Education/Information
	– Reduce land costs for development of affordable rental housing by considering zoning code amendments that reduce or eliminate minimum lot area per unit requirements in residential districts.		
City Programs	Specific Tool	Existing and Potential Partners:	Materials
<ul style="list-style-type: none"> – 9% Tax Credit RFP – Rental Rehab Loan Program 	<ul style="list-style-type: none"> – Comprehensive Plan Future Land Use Map – Neighborhood, station area, and small area plans – Zoning code – Development agreements 	<ul style="list-style-type: none"> – Saint Paul Public Housing – Minnesota Housing – Other public housing providers – Affordable housing providers – Affordable housing advocates – HUD – MN Department of Employment and Economic Development – Metropolitan Council – District Councils – Land Trusts 	<ul style="list-style-type: none"> – Updated Area Plan Guidelines – Yearly affordable housing production report
Potential City Funding Sources: (All of these are currently used)		Potential Outside Funding Sources	
9% LIHTC 4% LIHTC and bonds HOME CDBG Tax Increment Financing	HRA resources Neighborhood STAR Land write down	Super RFP – Minnesota Housing and Met Council DEED and Met Council Brownfields Grants Met Council LCDA/LCDA-TOD grants	

Need: Reduce Homelessness

- Provide overnight sheltering for those experiencing homelessness
- Construction of projects with ongoing services (e.g. path out of homelessness)
- Support projects for underserved populations.
- Explore additional funding options

NOTE: The HRA has initiated Fair Housing Strategic Planning effort, and recommendations from that process have not been made at the drafting of this implementation strategy.

Financial Resources	Regulations/Agreements/Plans	Strategic Partnerships	Education/Information
<ul style="list-style-type: none"> – Lobby for additional state and federal resources directed towards reducing homelessness. – Encourage non-city funding sources to continue to provide resources for supportive and homeless housing. 		<ul style="list-style-type: none"> – Continue City/HRA involvement in the Saint Paul/Ramsey County Funders Council and the Heading Home Advisory Board. – Participate with Ramsey County Committee regarding state-funded Family Homelessness Prevention Assistance Program. – Participate with Minnesota Housing Stewardship Committee. – Participate in the Ramsey County Homeless Governance Team. 	<ul style="list-style-type: none"> – Work with Ramsey County COC Governing Board to continually raise community awareness about issues around homelessness.
City Programs	Specific Tool	Existing and Potential Partners:	Materials
<ul style="list-style-type: none"> – HUD Emergency Solutions Grant – 9% Tax Credit RFP 		<ul style="list-style-type: none"> – Minnesota Housing – Ramsey County 	To be determined
Potential City Funding Sources: (All of these are currently used)		Potential Outside Funding Sources	
9% LIHTC 4% LIHTC and bonds HOME CDBG	HRA resources Neighborhood STAR Land write down Emergency Service Grant	Ramsey County – Group Home/ Supportive Services State Infrastructure Bonds Philanthropic community	

Tax Increment Financing	Metropolitan Council LCA program
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Need: New Market-Rate Housing (page 1)

- Development of new housing to meet current need and future housing growth projections
- Expanded housing choice for existing and future residents

NOTE: The HRA has initiated a Fair Housing Strategic Planning effort, and recommendations from that process have not been made at the drafting of this implementation strategy.

Financial Resources/Strategy	Regulations/Agreements/Plans	Strategic Partnerships	Education/Information
<ul style="list-style-type: none"> – Support grant applications to offset extraordinary costs (e.g. environmental cleanup, enhanced design) for new housing. 	<ul style="list-style-type: none"> – Guide land at sufficient densities to accommodate the City’s allocation of the regional housing growth. (See Future Land Use Map in this document.) – Require all neighborhood, station area, and small area plans to include goals, policies and/or recommendations to accommodate new housing in the study area. – Ease regulatory requirements that unduly burden development of smaller units by considering to amends to: <ul style="list-style-type: none"> ▪ Lot area per unit requirement for multifamily ▪ Minimum dimensional requirements for one-family dwellings – Expand opportunities for additional units in areas guided Urban Neighborhood by considering zoning amendments to permit ADUs, duplexes, small multifamily, and small house clusters in zoning districts that exclusively permit one-family dwelling types. 	<ul style="list-style-type: none"> – Work with Mayor’s Committee on Aging and other stakeholders to identify ways to expand housing choice to promote aging in community. 	<ul style="list-style-type: none"> – Raise awareness in the housing development community around alternative housing types, such as intentional communities and co-housing. – Review Minneapolis’ Developer 101 course outcomes and evaluate need for similar training in Saint Paul – Continue to monitor and report housing trends.

Need: New Market-Rate Housing (page 2)

- Development of new housing to meet current need and future housing growth projections
- Housing choice for existing and future residents

NOTE: The HRA has initiated a Fair Housing Strategic Planning effort, and recommendations from that process have not been made at the drafting of this implementation strategy.

City Programs	Specific Tool	Existing and Potential Partners	Materials
	<ul style="list-style-type: none">– Comprehensive Plan Future Land Use Map– Neighborhood, station area, and small area plans.– Zoning code	<ul style="list-style-type: none">– Housing developers– District Councils– Advisory Committee on Aging	<ul style="list-style-type: none">– MarketWatch
Potential City Funding Sources:		Potential Outside Funding Sources	
Use of City/HRA funds would be on a case-by-case basis.		DEED, Met Council Brownfields Grants Met Council LCDA/LCDA-TOD grants	

Need: Affirmatively Further Fair Housing

NOTE: The HRA has initiated Fair Housing Strategic Planning effort, and recommendations from that process have not been made at the drafting of this implementation strategy.

Financial Resources	Regulations/Agreements/Plans	Strategic Partnerships	Education/Information
	– Work to address demonstrated disparities identified in the Addendum to the Analysis of Impediments by implementing recommendations of that Fair Housing Working Group’s strategic plan.		
City Programs	Specific Tool	Existing and Potential Partners:	Materials
	– Strategic Plan		
Potential City Funding Sources:		Potential Outside Funding Sources	
To be determined			



WATER RESOURCES MANAGEMENT

Introduction

The Water Resources chapter provides guidance and a comprehensive policy framework for the use and integrated management of water resources and related infrastructure. These resources include surface water, ground water, water supply and the potable water distribution system, stormwater and stormwater management infrastructure, and the wastewater conveyance system. The chapter also provides a high-level summary of the policy guidance found in the City's adopted Local Surface Water Management Plan (LSWMP) and Water Supply Plan (WSP), and describes City policy related to the management of inflow and infiltration (I & I) in the City's wastewater conveyance system.

Water is vital to everything—human life and the natural ecosystems that support us, our economy, and the things we use and consume every day. While water is abundant, it is finite; it is estimated that less than 1% of the Earth's water is freshwater available for human use. Saint Paul is blessed by a drinking water system that is connected to abundant supplies of both treatable surface water and abundant, clean ground water. Protecting that supply, using water sensibly, and maintaining the infrastructure that treats and distributes clean water are all key to maintaining a safe, reliable and sustainable water supply.

The City of Saint Paul and partner agencies such as the Capital Region Watershed District (CRWD) and Ramsey-Washington Metro Watershed District (RWMWD) have made great progress in the last 10 years in improving stormwater management practices in Saint Paul. Most of the city was developed before the impacts of stormwater runoff on water resources, particularly surface water quality, were well understood. The goals and policies in this plan are aimed at maximizing and balancing the occasionally competing goals of achieving excellent surface water quality and maintaining right-sized gray stormwater infrastructure to prevent localized flooding during storm events.

The proper treatment of wastewater is vital to both public health, and continued surface water and groundwater quality. In an older, built-up city like Saint Paul, maintenance of, and improvements to, aging metropolitan, municipal and privately-owned wastewater conveyance and treatment infrastructure is critical to both meeting the needs of current citizens and accommodating new demand as the city continues to grow.

The following goals guide the Water Resources chapter:

1. Integrated water resource management
2. A safe, reliable and sustainable water supply
3. Excellent surface water quality
4. Right-sized and well-maintained gray stormwater infrastructure
5. Sustainable wastewater conveyance and treatment infrastructure

Goal 1: Integrated water resource management.

Policy WR-1. Utilize rain as a resource to achieve multiple benefits when managing stormwater, such as harvesting water for irrigation or flushing toilets.

Policy WR-2. Work with development partners to support district green stormwater approaches.

Policy WR-3. Promote visible green infrastructure landscape features, such as rain gardens, constructed wetlands and tree trenches, that contribute to placemaking and welcoming public spaces.

Policy WR-4. Advance municipal policy and financing solutions to support district green stormwater infrastructure.

Policy WR-5. Advocate for expanded water reuse capacity, including code and policy changes to make water reuse cheaper and easier.

Policy WR-6. Support a healthy urban forest and urban forestry initiatives to capture stormwater through canopy interception, evapotranspiration and increased infiltration.

Policy WR-7. Continue to explore and support the implementation of green infrastructure practices to increase resiliency to flooding, drought and climate change.

Policy WR-8. Support regional efforts to address groundwater usage and recharge.

Shared, Stacked Green Infrastructure (SSGI)

The term “shared, stacked green infrastructure” (SSGI) describes an approach to handling stormwater that leverages funds spent on stormwater management to achieve multiple benefits. “Shared” means that stormwater from both public rights-of-way and private development sites is treated in the same system. “Stacked” means that the stormwater facility has two functions: treatment of stormwater and provision of passive green space. “Green infrastructure” refers to the use of plants and soil to filter stormwater and promote infiltration of water into the ground. These elements are in contrast to the more traditional approach to stormwater management, which treats parcels individually, and relies on curbs, gutters, and underground tanks and pipes to collect and rapidly convey stormwater away. A common example of green infrastructure is a rainwater garden. Generally, green infrastructure practices attempt to mimic natural “hydrology,” or the ways in which water moves across and through the landscape in undisturbed natural systems. With SSGI, green infrastructure practices are scaled up to create district-wide systems that not only treat stormwater from the public right-of-way and multiple surrounding properties, but also provide open space and other amenities in urban areas.

An existing example is the tree trench providing stormwater treatment along most of University Avenue. The City of Saint Paul is currently working to incorporate SSGI into the redevelopment of multiple sites, including Snelling-Midway, Ford and the West Side Flats.



Best Management Practices

When dealing with stormwater, a Best Management Practice (BMP) is used to describe structural or nonstructural approaches to intercepting, infiltrating and/or treating stormwater runoff, with a focus on green infrastructure. Common examples include rainwater gardens, tree trenches, bioswales and sand filtration. Different development and redevelopment sites and different types of projects present very different challenges to addressing stormwater runoff, and therefore require different approaches; the term BMPs is a catch-all to describe the diverse sets of tools and practices for managing stormwater. BMP tools and practices continue to evolve and grow through research, innovation and use.

Minimal Impact Design Standards

At the direction of the Minnesota Legislature, the Minimal Impact Design Standards (MIDS) system was created in 2013 by a diverse group of stakeholders with experience designing, building and regulating stormwater BMPs. The overall goal of MIDS is to promote - especially in dense urban areas - Low Impact Development, which focuses on keeping rain where it falls to the maximum extent practical. MIDS include performance goals for managing stormwater volumes, credit calculations for a range of structural stormwater techniques, design specifications for green infrastructure BMPs and an ordinance guidance package to help communities (and developers) implement MIDS.

Goal 2: A safe, reliable, and sustainable water supply.

Policy WR-9. Apply an equity lens to policy and funding decisions related to maintaining or improving private water connections to the public distribution system.

Policy WR-10. Continue education and conservation measures identified in the 2016 Water Supply Plan to increase efficiency and reduce water demand.

Policy WR-11. Work with partners to update and implement Saint Paul's Wellhead Protection and Source Water Protection plans.

Policy WR-12. Fund the strategic capital projects outlined in the 2016 Water Supply Plan and 2016-2018 Saint Paul Regional Water Services Strategic Plan.

Policy WR-13. Maintain response readiness for emergencies related to water supply contamination or interruption, and for damage to treatment and distribution infrastructure.

Goal 3: Excellent surface water quality.

Policy WR-14. Collaborate with partner agencies on water quality improvement efforts, including capital projects and programming.

Policy WR-15. Educate the public on urban water quality issues and stormwater best management practices.

Policy WR-16. Work with partners to address known surface water quality impairments outlined in the Saint Paul Local Surface Water Management Plan (LSWMP).

Policy WR-17. Utilize best management practices for "good housekeeping," including salt application, street sweeping and facility maintenance.

Policy WR-18. Encourage the use of Minimal Impact Design Standards (MIDS) for new development.

Goal 4: Right-sized and well-maintained gray stormwater infrastructure.

Policy WR-19. Maintain existing gray stormwater infrastructure, and incorporate or upgrade Best Management Practices to reduce pollution as opportunities arise.

Policy WR-20. Acknowledge and respond to changing precipitation patterns, and ensure adequacy of stormwater gray infrastructure and stormwater management regulations.

Goal 5: Sustainable wastewater conveyance and treatment infrastructure.

Policy WR-21. Continue I&I identification and correction efforts for municipal sanitary conveyance systems and connecting private infrastructure.

Policy WR-22. Encourage the Metropolitan Council to identify and correct I&I on Metropolitan Council Environmental Services (MCES)-owned facilities in Saint Paul and those in surrounding communities that impact MCES infrastructure serving Saint Paul.

Policy WR-23. Reduce reliance on individual sewage treatment systems where financially feasible.

Policy WR-24. Continue to reduce non-compliant Individual Sewage Treatment Systems (ISTS) and ensure maintenance of compliant systems.

Policy WR-25. Discourage new ISTSs where public sanitary conveyance infrastructure is available.

Policy WR-26. Prohibit new community treatment systems where public sanitary conveyance infrastructure is available.

Policy WR-27. Plan for adequate municipal conveyance infrastructure and support adequate metropolitan system capacity to serve more intensive redevelopment in appropriate locations.

Inflow and Infiltration

Conveyance and treatment of wastewater is energy-intensive, and extra water in the system means extra expense. Extra water in the sanitary sewer system can also reduce system capacity for treating wastewater, and in extreme cases will overload treatment plans and cause bypass events where untreated sewage is discharged into surface waters. Yuck!

Inflow and Infiltration (I&I) is a term used to describe the pathways by which extra water enters the sanitary sewer system.

Inflow occurs where groundwater or stormwater, which does not require treatment in a wastewater treatment plant, discharges to the sanitary sewer system. Although

direct connections between groundwater/ stormwater and the sanitary sewer system are not allowed in new construction, and many pre-existing connections have been eliminated, some still exist.

Infiltration occurs where stormwater runoff or groundwater enters the sanitary system through pipe joints, cracks in aging pipes, manholes, etc. These infiltration pathways can be identified through techniques such as “smoke testing.” In smoke testing, smoke is pumped into sanitary sewers; where visible smoke emerges, it suggests an infiltration pathway. Once problems have been identified, maintenance crews can perform repairs, including sewer lining, to seal the infiltration pathways.



Appendix A

To view the following data online, please visit our Open Information Platform at: <https://information.stpaul.gov/>

Map WR-1: Public Waters and Wetlands.....	22
Map WR-2: Sanitary Sewer System.....	22
Map WR-3: Storm Sewer System	22

Appendix B

To view the following data online, please visit our Open Information Platfrom at: <https://information.stpaul.gov/>

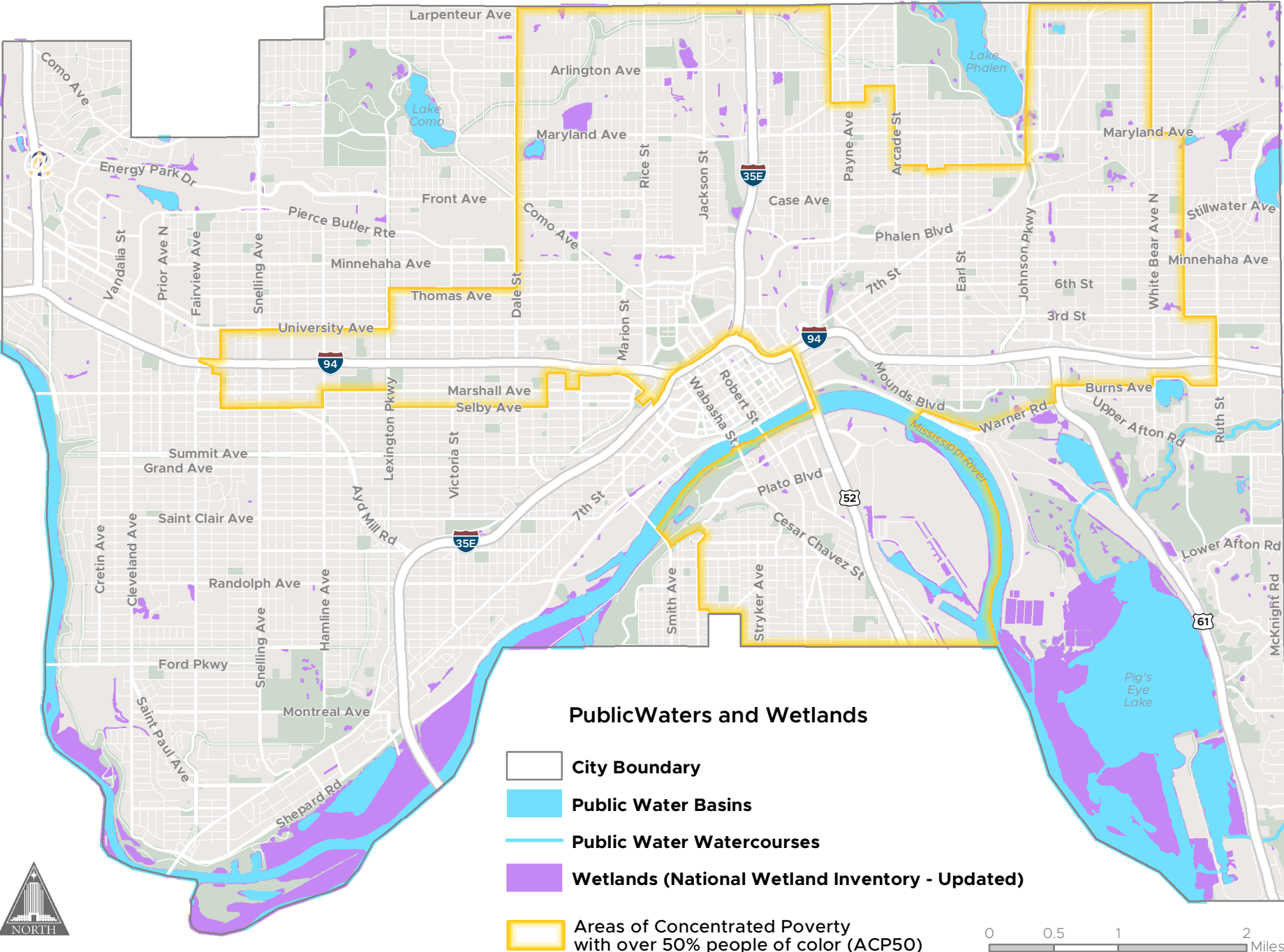
Local Surface Water Management Plan 22

Appendix C

To view the following data online, please visit our Open Information Platfrom at: <https://information.stpaul.gov/>

Water Supply Plan 22

Map WR-1: Public Waters and Wetlands

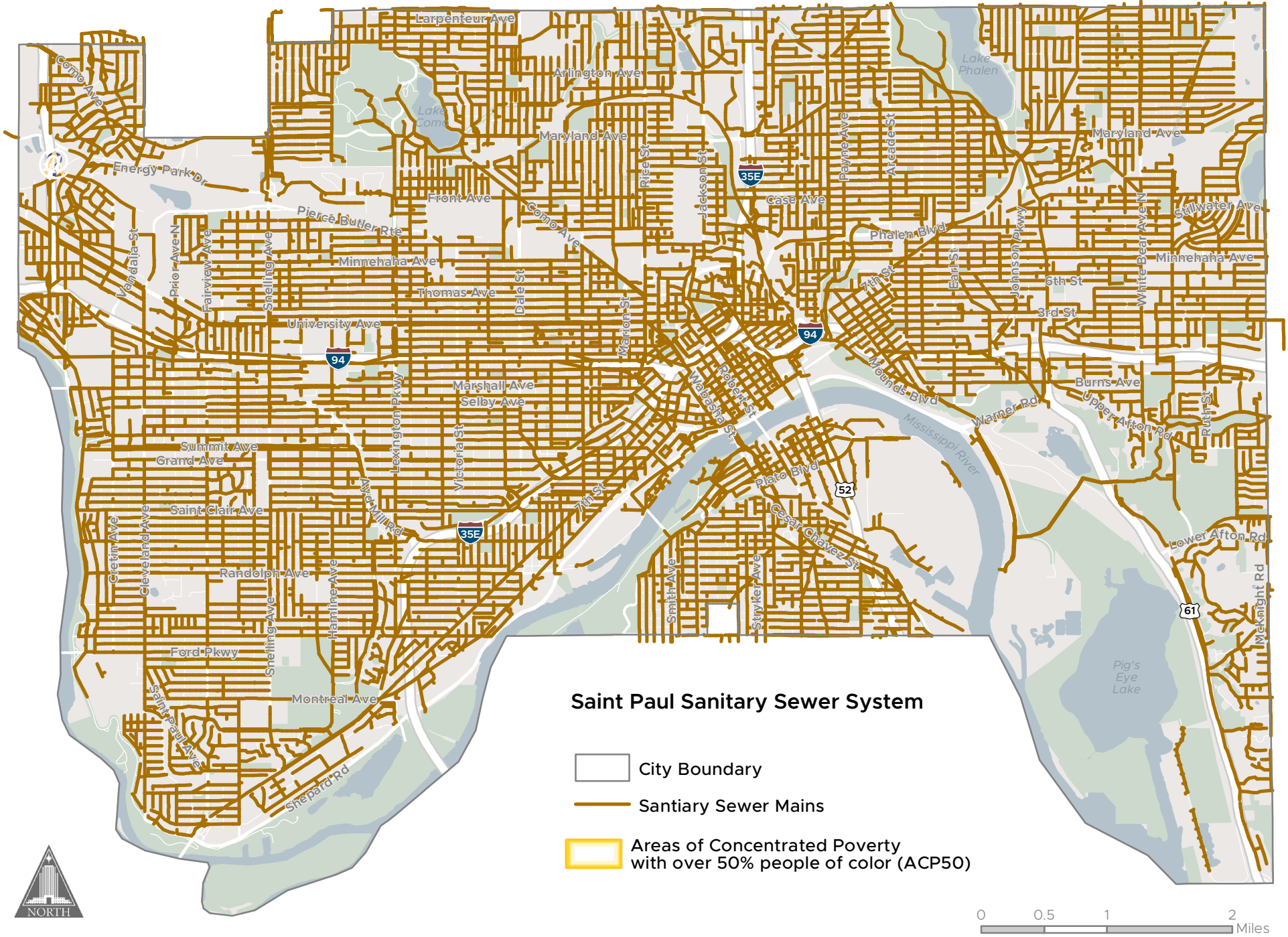


Public Waters and Wetlands

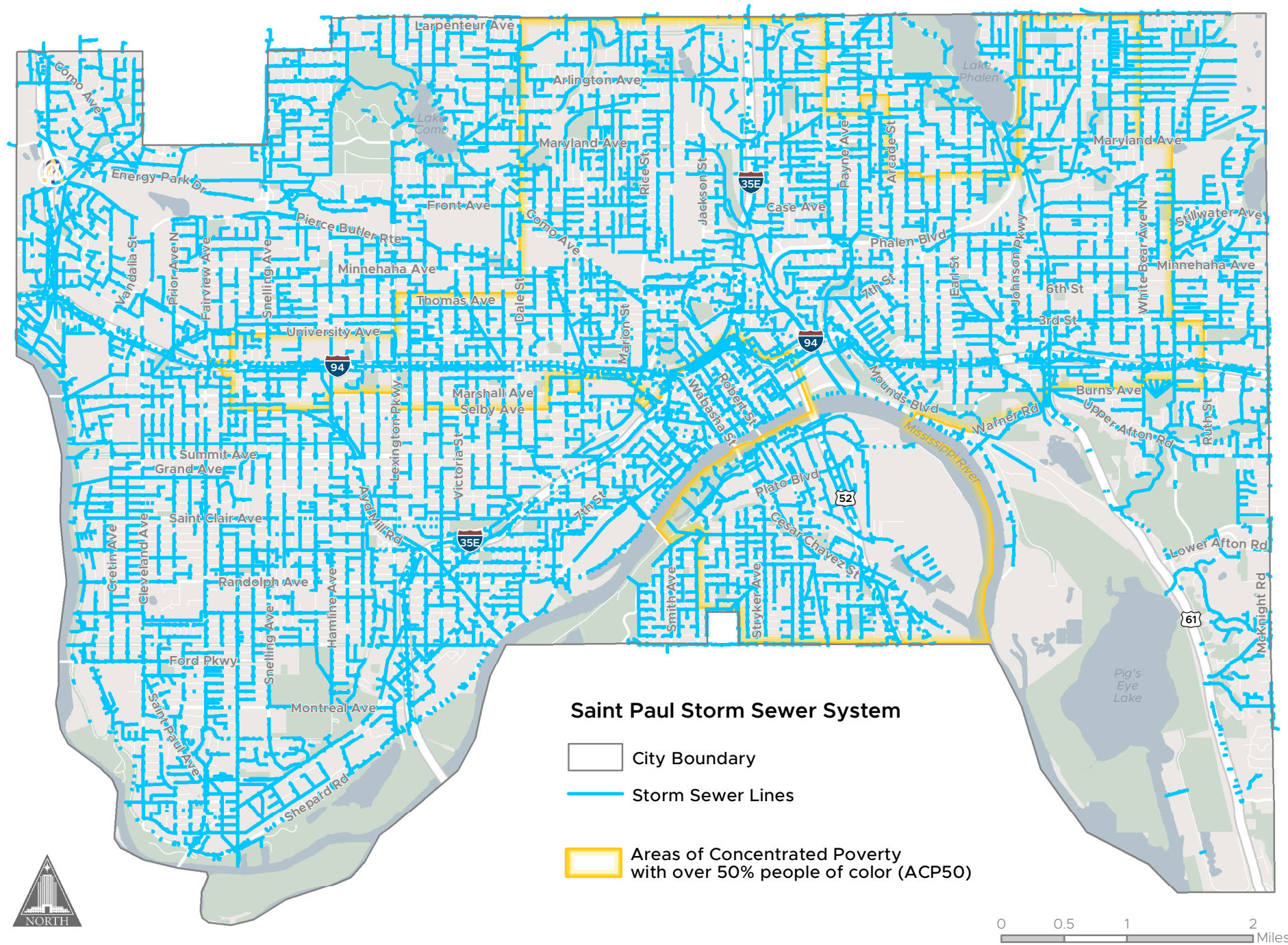
- City Boundary
- Public Water Basins
- Public Water Watercourses
- Wetlands (National Wetland Inventory - Updated)
- Areas of Concentrated Poverty with over 50% people of color (ACP50)

0 0.5 1 2 Miles

Map WR-2: Sanitary Sewer System Map



Map WR-3: Storm Sewer System



Appendix B

Local Surface Water Management Plan

All Twin Cities Metropolitan area communities are required to have a Local Surface Water Management Plan (LSWMP). The plans must be updated every 10 years, and, additionally, in response to any changes to watershed district (WD) or watershed management organization (WMO) plans with overlapping jurisdiction. In addition, they are a required component of all Twin Cities Metropolitan Area community comprehensive plans.

Updates to the Saint Paul LSWMP were completed in 2017. The plan is consistent with content and purpose requirements of Minn. Statutes 103B.235 and 103B.201, as well as with Minn. Rules 8410, promulgated by the Board of Water and Soil Resources. The LSWMP consists of the following six sections:

- Executive Summary
- Land and Water Resources Inventory
- Agency Cooperation
- Assessment of Problems and Issues
- Goals and Policies
- Implementation Program

The Saint Paul Local Surface Water Management Plan is hereby adopted by reference as part of the Saint Paul 2040 Comprehensive Plan and as Appendix B to the Water Resources Chapter thereof.

Appendix C

Water Supply Plan

Under Minn. Statute 103G.291, a Water Supply Plan (WSP) is required for all public water suppliers serving more than 1,000 persons. Twin Cities Metropolitan Area communities. In addition, they are a required component of all Twin Cities Metropolitan Area community comprehensive plans.

Saint Paul Regional Water Services (SPRWS) provides water for almost all Saint Paul residents, businesses, and institutions, as well those of several neighboring communities.

An update to the SPRWS Water Supply Plan was completed in 2016, and is hereby adopted by reference as part of the Saint Paul 2040 Comprehensive Plan and as Appendix C to the Water Resources Chapter thereof.



HERITAGE AND CULTURAL PRESERVATION

Introduction

The Heritage and Cultural Preservation Chapter sets policy for the identification, preservation and celebration of architecturally, culturally and historically significant buildings, districts, sites and views in Saint Paul. It also sets a policy direction for the Heritage Preservation Commission (HPC). The City's activities associated with the preservation, rehabilitation, restoration, and reconstruction of historic and cultural resources should be sustainable and equitable; improve the quality of life for all residents and visitors; guide public and private investment; express a sense of place and pride; celebrate the racial, ethnic and cultural diversity of the community; and be embraced in all facets of the City's work.

Existing structures are important components of sustainable economic development, and the cultural landscapes that are integral to the city inherently connect this chapter with each chapter of the Comprehensive Plan. Through this chapter, Saint Paul strives to be a leader in preserving historic and cultural resources; engaging all stakeholders in education and evaluation activities that are inclusive, responsive, practical and respectful; and integrating preservation and related activities into the work of all City departments. This work must be mindful of demographic, climate, investment and technological changes that impact Saint Paul's built and natural environments.

The following goals guide the Heritage and Cultural Preservation chapter:

1. A leader in the use of best practices towards an equitable and sustainable approach to the preservation, conservation, rehabilitation, restoration and reconstruction of publicly-owned historic and cultural resources
2. The preservation of built, cultural and natural environments that express the identity and sense of place of Saint Paul
3. The consideration of heritage and cultural preservation goals and priorities in all City departments, initiatives, policies, practices and processes
4. City investments in built, cultural and natural environments and in cultural and historic resources that reflect broader City priorities
5. Broad stakeholder understanding and application of heritage and cultural preservation planning tools and resources

Goal 1: A leader in the use of best practices towards an equitable and sustainable approach to the conservation, preservation, rehabilitation, restoration and reconstruction of publicly-owned historic and cultural resources.

Policy HP-1. Prioritize publicly-owned facilities – particularly those owned, maintained or supported by the City and related development authorities – for evaluation, designation and preservation.

Policy HP-2. Preserve, rehabilitate and maintain City-owned historic resources through recognized preservation standards, including the Secretary of Interior's Standards for the Treatment of Historic Properties.

Policy HP-3. Pursue funding to evaluate, maintain, renovate and preserve City-owned eligible and potentially eligible property, and assist private owners to do the same.

Policy HP-4. Ensure City codes are progressive and responsive to changes in technology, best practices, Federal guidance and community need in order to advance and support preservation activities.

Policy HP-5. Incorporate historic and cultural resources into cultural tourism efforts.

Secretary of the Interior's Standards for the Treatment of Historic Properties

The Standards are a series of concepts about maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations. The Guidelines offer general design and technical recommendations to assist in applying the Standards to a specific property. Together, they provide a framework and guidance for decision-making about work or changes to a historic property.



Declaration of Public Policy and Purpose

The council of the City of Saint Paul hereby declares as a matter of public policy that the preservation, protection, perpetuation and use of areas, places, buildings, structures, landscapes and other objects having historical, cultural, architectural, archaeological or engineering significance is a public necessity and is required in the interest of the health, prosperity, safety and welfare of the people. The purposes of this chapter are to:

1. Safeguard the heritage of the City of Saint Paul by preserving properties which reflect elements of the city's cultural, social, economic, political, architectural, archaeological or engineering history;
2. Protect and enhance the City of Saint Paul's attractiveness to residents, tourists and visitors, and promote preservation as a support and stimulus to business and industry;

3. Enhance the visual and aesthetic character, diversity and interest of the City of Saint Paul;
4. Foster civic pride in the beauty and notable accomplishments of the past and increase awareness of Saint Paul's place in history through outreach and education;
5. Enhance and reinforce the City of Saint Paul's sustainability goals of the Comprehensive Plan of 2040 through preservation, rehabilitation and reuse; and
6. Promote the recognition, protection, rehabilitation, reuse and preservation of heritage preservation sites and districts and historic resources for the education and general welfare of the people of the City of Saint Paul.



Goal 2: The preservation of built, cultural and natural environments that express the identity and sense of place of Saint Paul.

Policy HP-6. Maintain and preserve designated and determined eligible historic and cultural resources.

Policy HP-7. Be proactive in the identification, evaluation, survey and designation of historic and cultural resources to ensure a consistent and equitable approach to preservation that is time-sensitive and responsive to community needs.

Policy HP-8. Develop new and expand existing historic themes and contexts to allow for the continual identification of historic and cultural resources that is time-sensitive and responsive to community needs.

Policy HP-9. Prioritize the preservation of properties and districts designated for heritage preservation from destruction or alteration that would compromise the integrity of their character-defining features.

Goal 3: The consideration of heritage and cultural preservation goals and priorities in all City departments, initiatives, policies, practices and processes.

Policy HP-10. Incorporate City heritage and cultural preservation goals when updating ordinances, policies and other regulations, including the Saint Paul Administrative and Legislative Codes, and as part of planning, development and design processes.

Policy HP-11. Ensure that City officials and staff at all levels have a working understanding and consider the importance of designation, preservation, and stewardship of historic and cultural resources, focusing on recognized heritage and cultural preservation principles.

Goal 4: City investments in built, cultural and natural environments and in historic and cultural resources that reflect broader City priorities.

Policy HP-12. Prioritize the retention of designated/listed historic and cultural resources (or those determined eligible for designation) over demolition when evaluating projects that require or request City action, involvement or funding, or those of related development authorities.

Policy HP-13. Use recognized preservation standards, including the Secretary of Interior's Standards for the Treatment of Historic Properties, when City or other development authority action, involvement or funding is requested or required.

Policy HP-14. Include preservation-related funding programs as part of the resource allocation process for funding requests for preservation-related projects.

Policy HP-15. Utilize historic and cultural resources to:

- improve pedestrian safety, mobility and visibility;
- foster economic development;
- support neighborhood revitalization and reinvestment, focusing increased density along transit corridors;

- prevent or minimize displacement of area residents and businesses;
- provide affordable housing; and
- celebrate Saint Paul's rich and diverse cultures and heritage.

Policy HP-16. Balance the preservation of a historic and/or cultural resource and new development by considering the:

- significance of the resource;
- impact of a proposed development action on the character-defining features of the resource and the area context;
- potential for displacement of area residents and businesses;
- evolution of the neighborhood and how neighborhood change is occurring;
- long-term benefit-cost analysis and impact; and
- appropriateness of mitigation activities should the resource be compromised or lost.

Goal 5: Broad stakeholder understanding and application of heritage and cultural preservation planning tools and resources.

Policy HP-17. Ensure that property owners, real estate professionals and community members have a working understanding of heritage and cultural preservation regulations, principles and related available resources.

Policy HP-18. Consult with, include and educate communities regarding heritage and cultural preservation activities, benefits, funding and resources.

Policy HP-19. Prioritize the recognition of historically underrepresented communities and their histories in:

- the designation of significant buildings, sites and districts;
- funding that supports the preservation and retention of designated historic and cultural resources; and
- community engagement so that those whose histories are being celebrated are involved in creating the narrative.

Definitions

Cultural Resources: Physical evidence or place of past human activity: site, object, landscape, structure; or a site, structure, landscape, object or natural feature of significance to a group of people traditionally associated with it.

Eligible: Building, site or structure which possesses the necessary qualities for fulfilling the conditions to be listed as a local, state or federal historic contributing building, site or structure.

Historic Themes and Contexts: a unit created for planning purposes that groups information about historic properties based on a shared theme, specific time period and/or geographical area.

Heritage Preservation Commission (HPC): A public commission consisting of thirteen (13) voting members who are residents of Saint Paul and are appointed by the mayor, with the advice and consent of the city council.

Rehabilitation: The process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values.

Restoration: Accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. **Reconstruction:** Depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

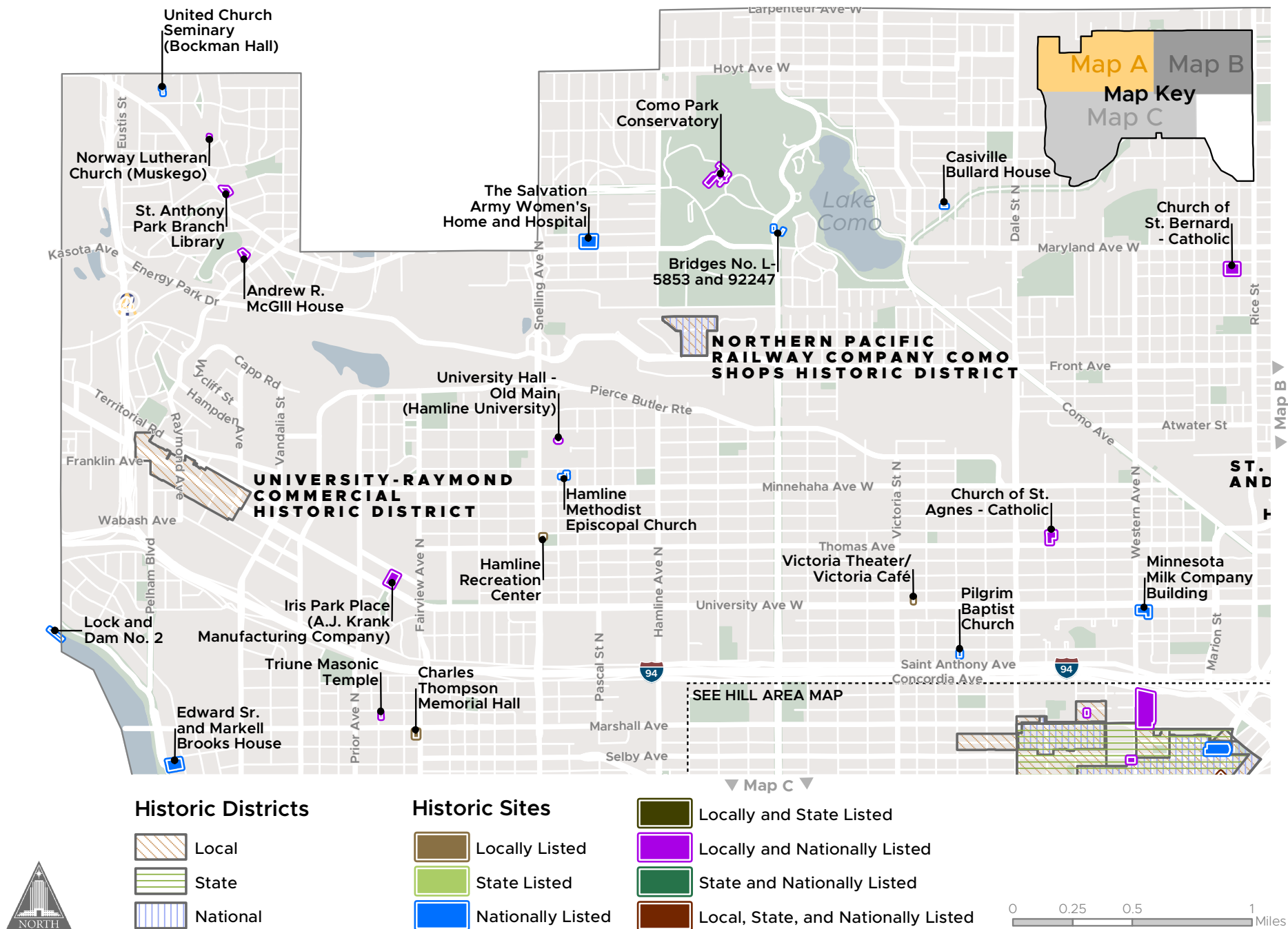
Sense of Place: Particular sense known by experience by many different people

Appendix A

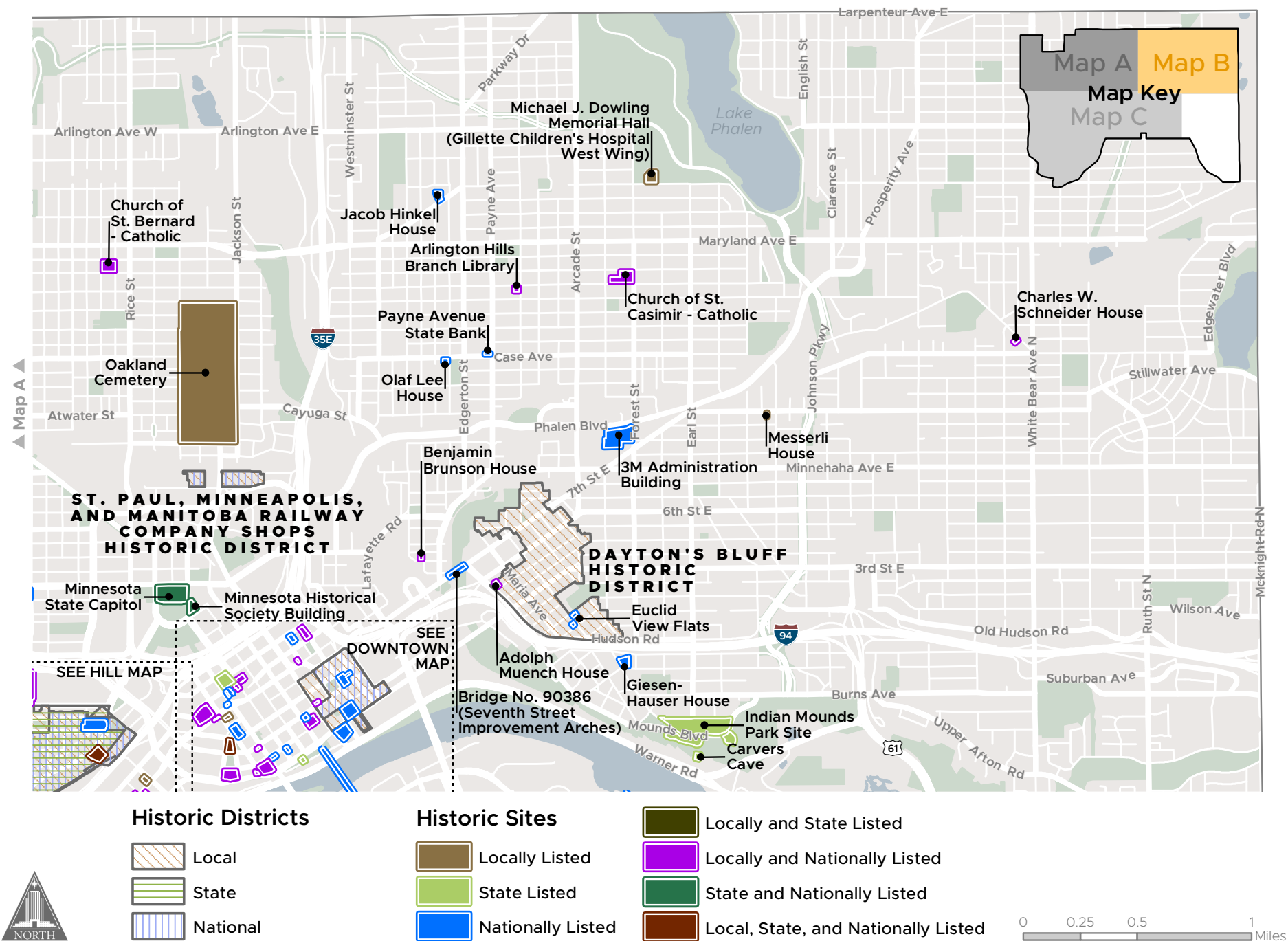
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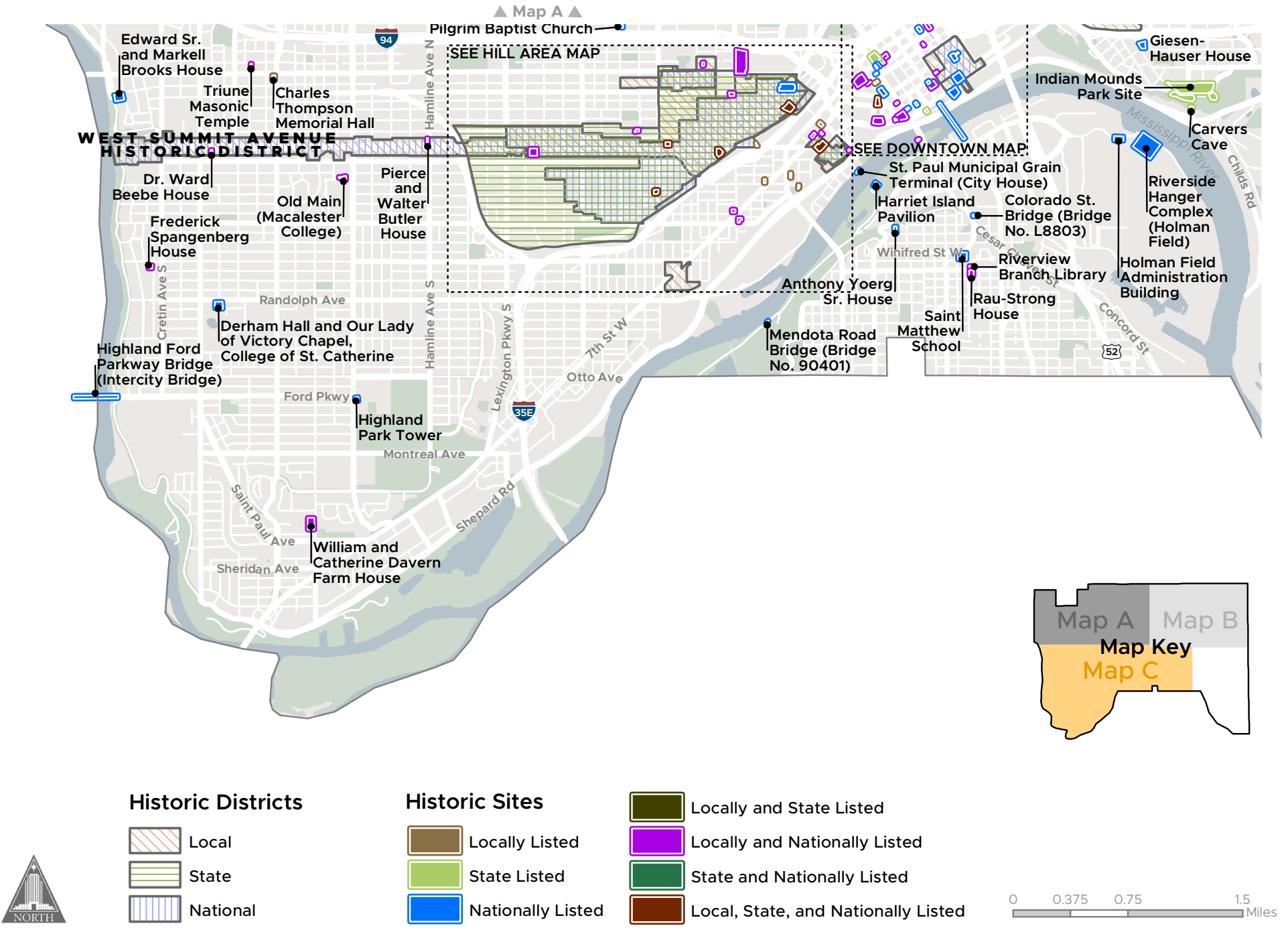
Map HP-1: Historic Districts and Sites - Map A - Northwest Saint Paul



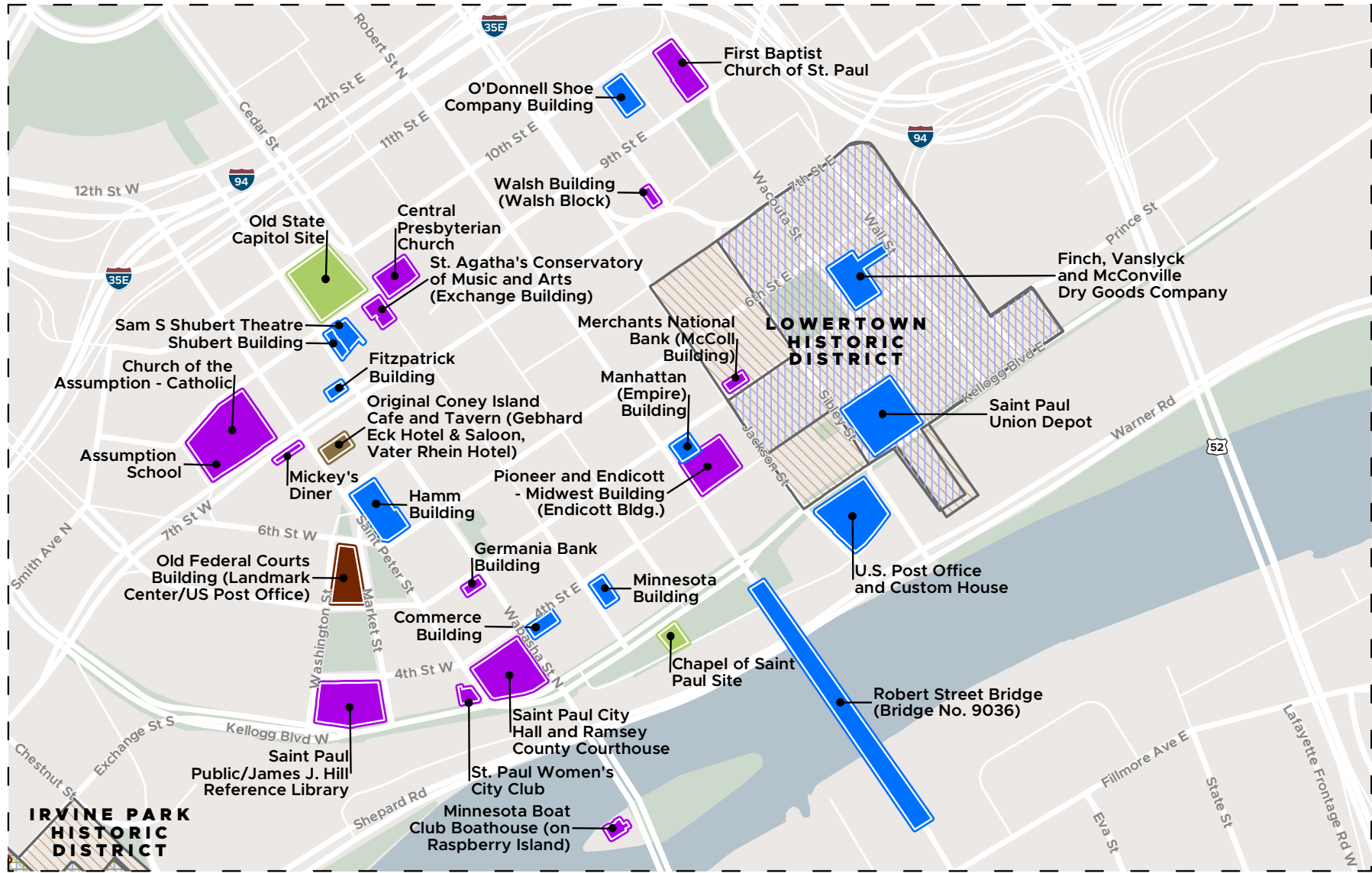
Map HP-2: Historic Districts and Sites - Map B - Northeast Saint Paul



Map HP-3: Historic Districts and Sites - Map C - Southwest Saint Paul



Map HP-4: Historic Districts and Sites - Downtown Map



Historic Districts

- Local
- State
- National

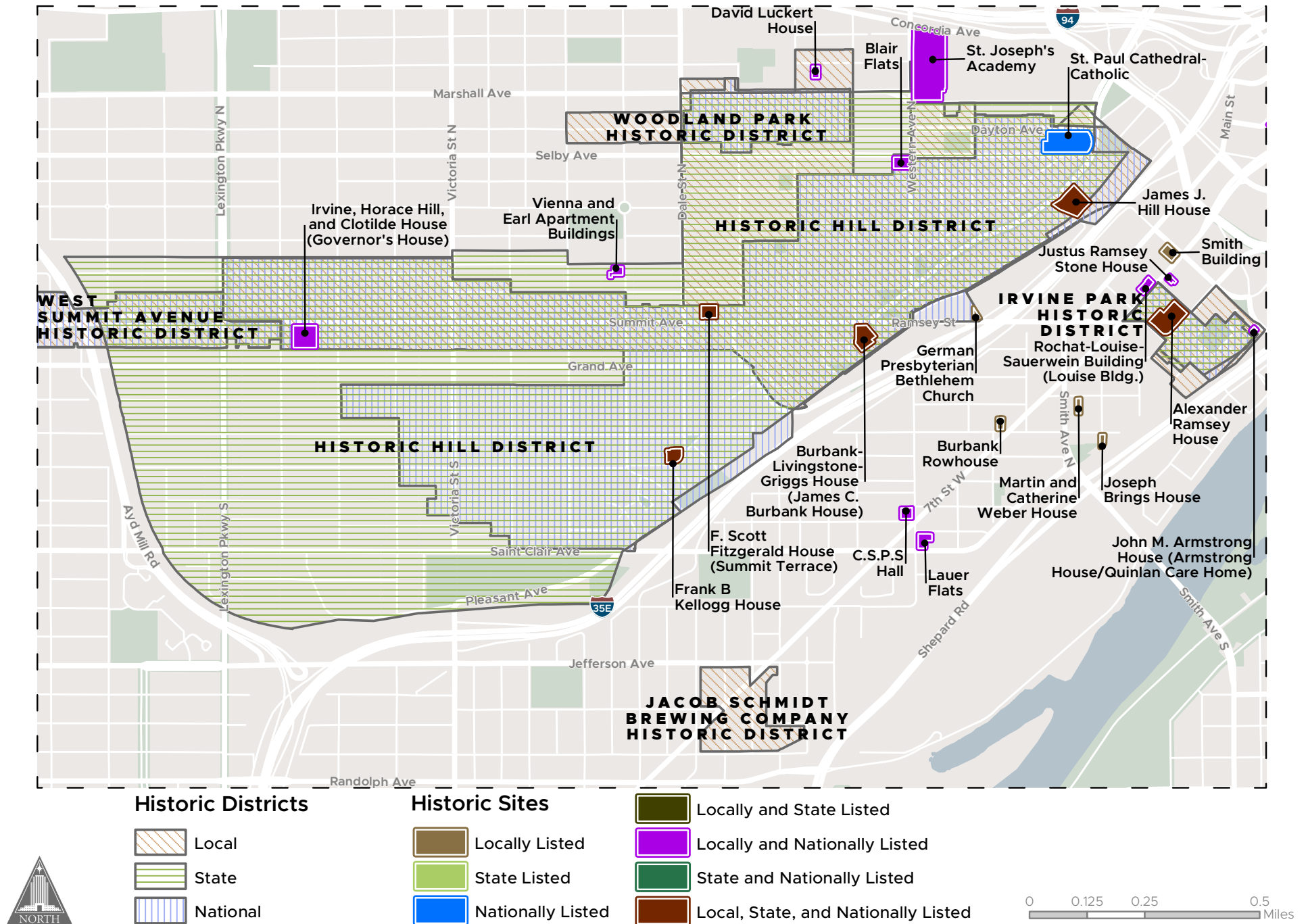
Historic Sites

- Locally Listed
- State Listed
- Nationally Listed

- Locally and State Listed
- Locally and Nationally Listed
- State and Nationally Listed
- Local, State, and Nationally Listed



Map HP-5: Historic Districts and Sites - Hill Area Map





CHAPTER FORTHCOMING

CRITICAL AREA

Introduction

It is the intent of this chapter to guide creation of a safe, equitable and well-maintained transportation system in Saint Paul that supports vitality and the needs of all users. The life expectancy of Saint Paul's streets is approximately 40 years with the potential to extend by 20 years with mill and overlay maintenance, though many of our streets go 90 years or more before being reconstructed. Opportunities to remake streets are infrequent due to limited funds and a high volume of needs, which means that citywide plans require decades to implement. Therefore, it is important to have a consistent long-term vision that will gradually, strategically and consistently remake the city's transportation system so that it works better for all users.

This chapter will result in:

- **Investment that reflects our priorities;**
- **Safety and accessibility for all users;**
- **A transportation system that supports employment and access to jobs;**
- **True transportation choice throughout the city;**
- **Sustainable and equitable maintenance models; and**
- **A system that shapes and responds to technology.**

The chapter establishes clear priorities for project selection. Maintenance is established as a “first cut” priority because regular maintenance is much more cost-effective in the long run than allowing surfaces to deteriorate to the point they require total reconstruction. Regular maintenance, such as mill & overlay projects, allows for a greater number of projects to be accomplished over time. Besides, streets without potholes are safer for all users. After the first cut, projects will prioritize safety and equity benefits, followed by support of quality jobs. For competitive

funding processes, project selection will also account for the anticipated ability to obtain funding. Furthermore, these priorities – as well as our land use priorities – will guide our approaches to future technology changes such as automated vehicles, which will have different needs, opportunities and stressors than what is on the road today.

Priorities are also established for the design of our rights-of-way, with pedestrians and bicyclists placed at the top. Pedestrians are the most vulnerable users of our rights-of-way, and almost everybody is a pedestrian for some portion of each trip. Considering pedestrians first will ensure a safe transportation system that works well for everyone. In many places this will mean expanded, enhanced or separated pedestrian or bicycle facilities, especially at intersections. In industrial areas, these priorities may mean simply keeping pedestrians and bicyclists out of the way of trucks. This set of priorities will guide how the various tools in the City's Street Design Manual are used to design our rights-of-way in any given situation.

“Road diets” that convert undivided four-lane roads to three lanes will be aggressively evaluated and pursued wherever found to be

appropriate in order to further our prioritization of pedestrian safety. Undivided four-lane roads are among the most dangerous in the city. Conversion of these roads to three lanes can have a minimal impact on traffic flow, dependent on traffic volumes as well as context-specific issues such as the number of access points. The City should analyze all four-lane roads for potential conversion, starting with those that have lower volumes. Other safety improvements will also be pursued, especially at intersections, as guided by the City's Street Design Manual.

Pedestrians, bicycles and public transit will be planned for and supported in all parts of the city, especially where they're needed most. Bridges are called out as valuable opportunities to thoughtfully connect all transportation modes across barriers such as rivers, railroads and interstate highways.

Our transportation system will also work hand-in-hand with land use by supporting employment, providing quality transit where we expect more density via redevelopment and infill, and presenting a finer-grained streetscape as larger contiguous sites are redeveloped.

Goal: Priorities Reflect Our Priorities.

Policy T-1. In order to ensure well-maintained infrastructure that benefits the most people, surface condition and usage rates will be used in project selection to identify a first cut of transportation projects for potential development.

Policy T-2. Project selection will prioritize safety and equity benefits, followed by support of quality jobs – both through business support and connection of residents.

Policy T-3. Right-of-way design priorities will be established per the following modal hierarchy:

1. Pedestrians, with a focus on safety
2. Bicyclists, with a focus on safety
3. Transit
4. Other vehicles

(Refer to Figure T-1: Pedestrian Crashes (2016), Figure T-2: Bicycle Crashes, Figure T-3: Severe Vehicle Crashes & Figure T-4: Job Concentrations and High-Frequency Transit)

Goal: Safety & Accessibility For All Users.

Policy T-4. Implement “road diets” for undivided four-lane roads to convert them to three lanes where feasible.

Policy T-5. Implement intersection safety improvements such as traffic signal confirmation lights, pedestrian/bicycle countdown timers, leading pedestrian signal intervals, curb extensions and median refuge islands.

Policy T-6. Consider reducing speed limits where it would improve safety, and work with the state government to overcome obstacles to implementing this Policy.

Policy T-7. Consider all users, including elderly, children and those with mobility constraints, in the design of transportation projects by thoughtfully addressing streetscape issues such as curb cut design, level sidewalks, lighting, accessibility to/from bus stops, the presence of benches and buffers between sidewalks and streets.

Policy T-8. Design sidewalks and transit stops for personal safety (real and perceived), including by provision of lighting and boulevards.

Policy T-9. Implement behavioral safety improvement activities, such as reducing driver impairment, inattentiveness and speed.

Policy T-10. Support bicyclist and driver education to improve mutual awareness and safety.

Policy T-11. Minimize and consolidate driveway curb cuts as opportunities arise for redevelopment and infill sites that can reasonably be accessed via side streets, alleys or shared driveways, especially in areas with anticipated high pedestrian activity or with adjacent planned bikeways.

Goal: Support Employment And Access To Jobs.

Policy T-12. Implement and support freight transportation improvements in and near industrial areas of regional economic importance, particularly West Midway, the Great Northern corridor, the Red Rock industrial area and the portion of West Side Flats east of Robert Street, to improve safety and connections to the regional transportation network.

Policy T-13. Support the provision of on-

street parking and pick-up/drop-off zones near businesses that rely on it and where it provides safety benefits such as traffic calming. When pedestrian, transit and bicycle infrastructure improvements involve the potential loss of on-street parking spaces, consider the overall impact to the corridor and designs to mitigate the impact of lost spaces.

Policy T-14. Consider the implementation of on-street parking meters and other technology to improve parking efficiency in areas with high demand and short supply.

NHTSA STUDY

According to a National Highway Traffic Safety Administration (NHTSA) study, in 2010 there were 32,999 people killed, 3.9 million people injured, and 24 million vehicles damaged in motor vehicle crashes in the United States.

The economic costs of these crashes totaled \$242 billion, which represents the equivalent of nearly \$784 for each person living in the United States, and 1.6 percent of the \$14.96 trillion real U.S. Gross Domestic Product for 2010.

These costs represent the tangible losses that result from motor vehicle crashes. However, in cases of serious injury or death, such costs fail to capture the rather intangible value of lost quality-of-life that results from these injuries. When quality of life valuations are considered, the total value of societal harm from motor vehicle crashes in 2010 was \$836 billion. In 2015, the number of traffic fatalities was 35,091, a 6% increase over 2010.



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Goal: Priorities Reflect Our Priorities.

Policy T-1. In order to ensure well-maintained infrastructure that benefits the most people,

surface condition and usage rates will be used in project selection to identify a first cut of transportation projects for potential development.

Policy T-2. Project selection will prioritize safety and equity benefits, followed by support of quality jobs – both through business support and connection of residents.

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NHTSA STUDY

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Appendix A

To view the following data online, please visit our Open Information Platfrom at: <https://information.stpaul.gov/>

- Figure T-1: Pedestrian Crashes (2016) 22
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- Figure T-2 22
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- Figure T-4 22
- Figure T-5 22
- Figure T-6 22
- Figure T-7 22
- Figure T-8 22

Appendix A

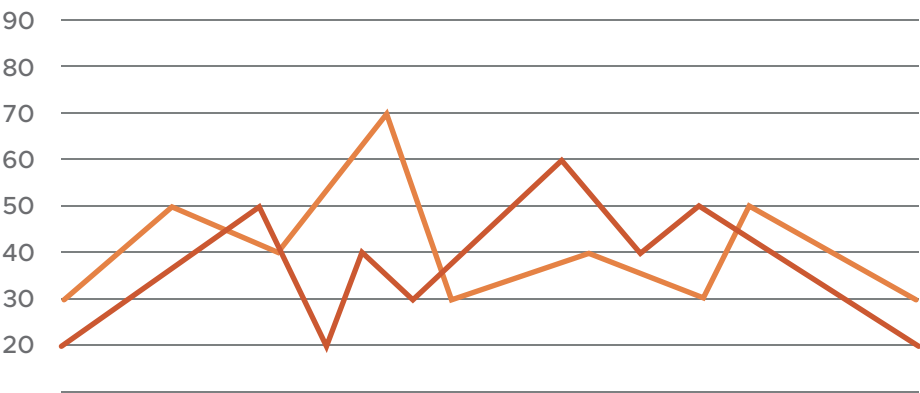
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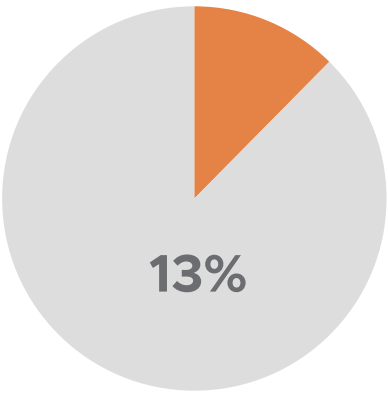
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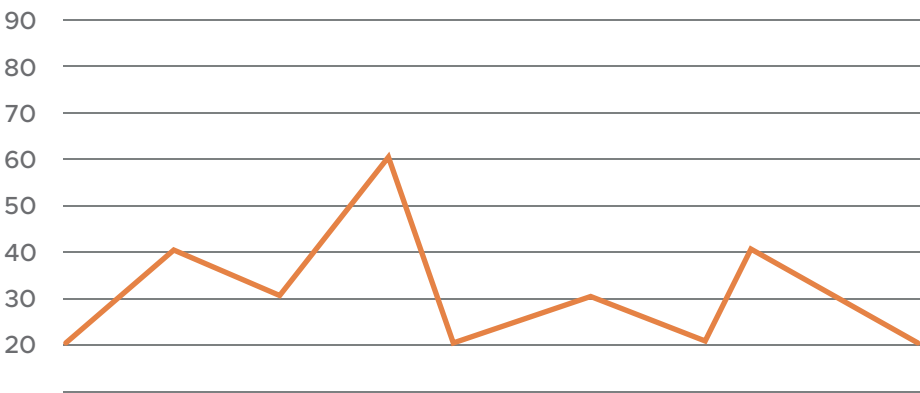
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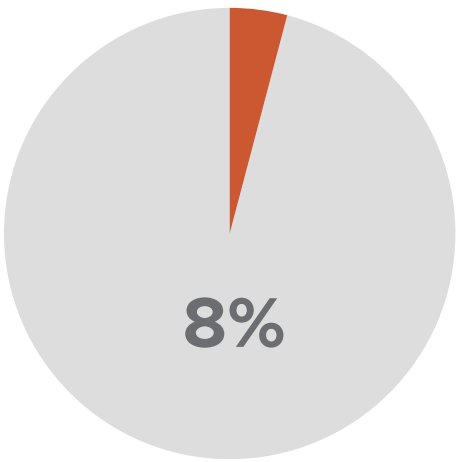
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Figure T-1: Pedestrian Crashes (2016)

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The map displays the City of Saint Paul, Minnesota, divided into seven council wards. The wards are labeled as follows:

- Ward 1:** Located in the central-northern part of the city, bounded by University Ave to the south, Como Ave to the north, and Lexington Pkwy to the east.
- Ward 2:** Located in the central-southern part of the city, bounded by Grand Ave to the north, Lexington Pkwy to the east, and the Mississippi River to the south.
- Ward 3:** Located in the southwestern part of the city, bounded by Lexington Pkwy to the east, the Mississippi River to the south, and the city limit to the west.
- Ward 4:** Located in the western part of the city, bounded by Lexington Pkwy to the east, the Mississippi River to the south, and the city limit to the west.
- Ward 5:** Located in the northern part of the city, bounded by Como Ave to the south, Lexington Pkwy to the west, and the city limit to the north.
- Ward 6:** Located in the northeastern part of the city, bounded by Lexington Pkwy to the west, the Mississippi River to the south, and the city limit to the north.
- Ward 7:** Located in the southeastern part of the city, bounded by Lexington Pkwy to the west, the Mississippi River to the south, and the city limit to the east.

The map includes the following features:

- Major Streets:** Labeled streets include Como Ave, Lexington Pkwy, University Ave, Grand Ave, and others.
- Highways:** Labeled highways include I-94, I-35E, and US-52.
- Parks:** Labeled parks include Como Reg Park, Phalen Reg Park, Indian Mounds Reg Park, and others.
- Water:** Labeled water bodies include Lake Como, Lake Phalen, and the Mississippi River.

The map also shows the City of Saint Paul, Mayor Christopher B. Coleman, and the City of Minneapolis.

Figure T-1: Pedestrian Crashes (2016)

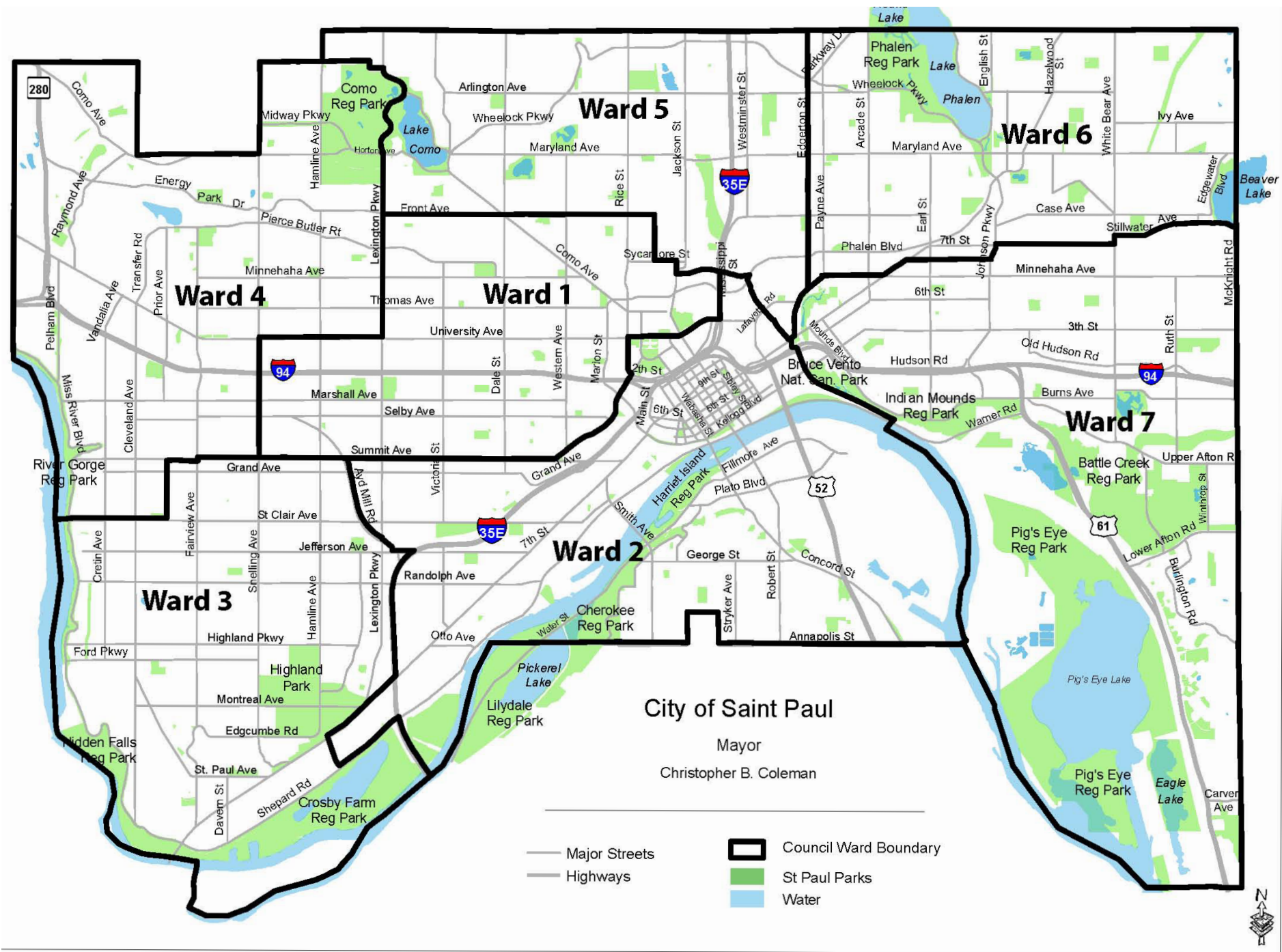
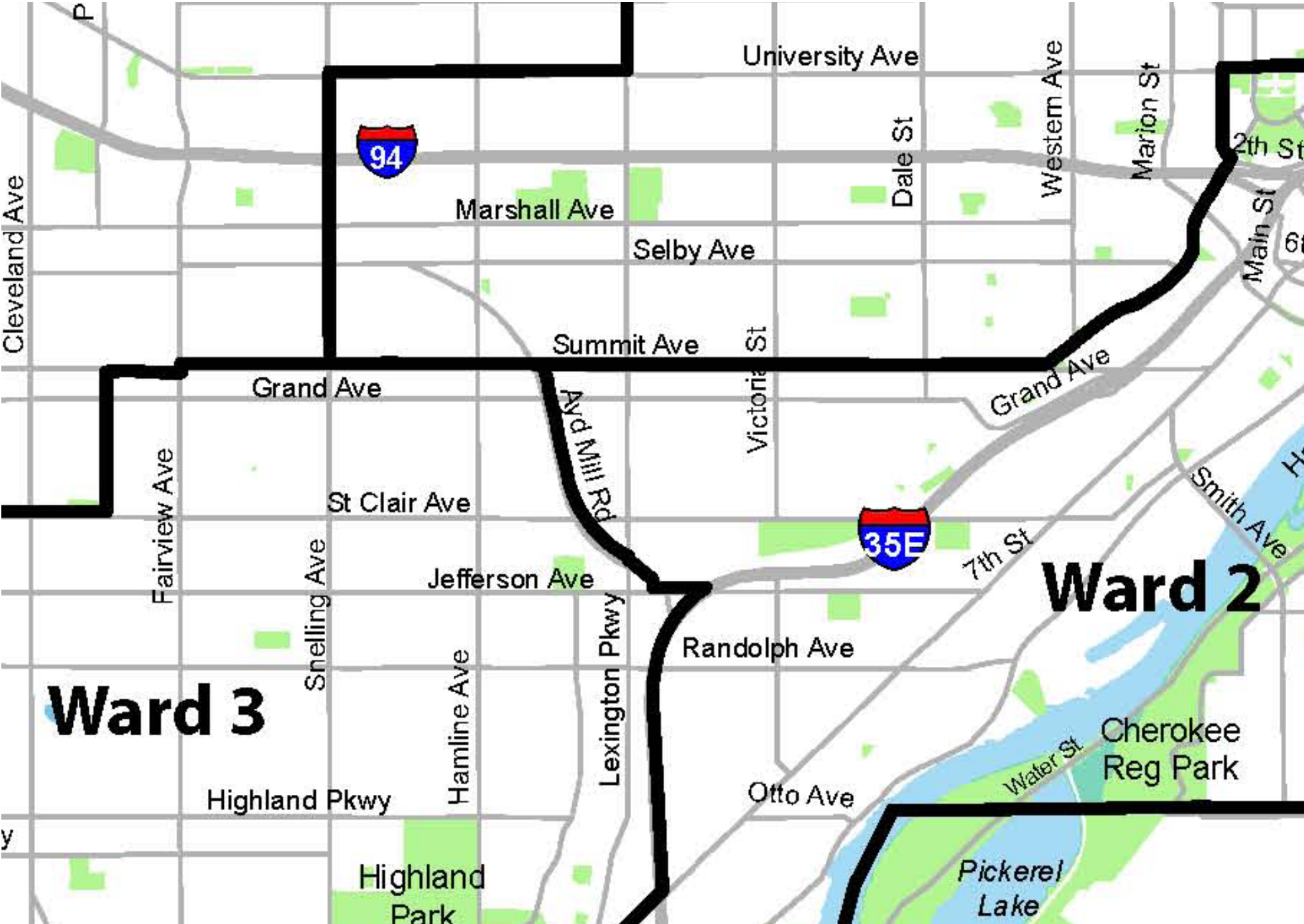


Figure T-1: Pedestrian Crashes (2016)







IMPLEMENTATION

Introduction

The Implementation Chapter lays out action steps to make the goals and policies of the 2040 Comprehensive Plan a reality.

General Implementation

The City of Saint Paul will implement the 2040 Comprehensive Plan in numerous ways. Specifically, the City will:

- analyze existing programs, regulations, plans and processes for conformance, and revise accordingly;
- align spending with goals and policies;
- direct staff work;
- educate the implementers, including through distribution of Comprehensive Plan guides and checklists across departments, and training as necessary;
- develop public engagement standards and policies for use across City departments;
- develop processes across departments to involve relevant parties at the beginning of development projects;
- implement and regularly update the City's Racial Equity Plan to realize and measure equity-related goals and policies;
- pursue small area plans, master plans and studies to refine the geographic and topical scale of the 2040 Comprehensive Plan as necessary;
- pursue outside funding that aligns with goals and policies; and
- communicate with outside agencies, developers, community organizations and other members of the public who can drive implementation.

The City will also analyze existing Comprehensive Plan addenda for conformance with the 2040 Comprehensive Plan and pursue any necessary revisions.

Official Controls

Implementation tools include official controls such as the Zoning Ordinance, the Subdivision Ordinance, the Heritage Preservation Ordinance and Site Plan Review.

Fiscal Tools

The City uses a variety of fiscal tools to fund implementation of multiple chapters of the 2040 Comprehensive Plan, including:

- Capital Improvement Bonds (CIB), which provide the most basic funding for yearly investment in capital facility improvements;
(Capital improvements focused on Public Works are contained in a Five-Year Capital Plan adopted annually by the Mayor and City Council. The most recent Five-Year Capital Plan is provided in Appendix I-A.)
- Tax Increment Financing (TIF), which is used for redevelopment and brownfields remediation;
- the Sales Tax Revitalization Program (STAR), also known as the "1/2 cent sales tax program," which is a flexible funding program intended to provide support for RiverCentre, cultural activities, and community-based and neighborhood- oriented development

opportunities through an open and public competitive process;

- special assessment districts, such as Business Improvement Districts (BIDs); and
- special funds as allocated by the Mayor and City Council.

Outside Funding

Outside funding sources applicable to multiple chapters' implementation include:

- Community Development Block Grants (CDBG);
- Livable Communities Act (LCA) grants, administered by the Metropolitan Council;
- Brownfields cleanup grants from the Minnesota Pollution Control Agency (MPCA); and
- Redevelopment grants from the Minnesota Department of Employment and Economic Development (DEED).

Timelines

The following tables assign time periods (Short-, Medium-, or Long-Term) for implementation based on urgency, complexity and time/resource constraints involved in each item's implementation. "Ongoing" items are anticipated to occur throughout the 2040 Comprehensive Plan's duration.

Figure I-1: Land Use Chapter Implementation

		Item	Timeline	Funding Sources
Land Use	1	Analyze and consider revisions to the Zoning Code, including dimensional standards, conditional use permit standards and site plan review standards in response to the 2040 Comprehensive Plan.	Short-Term	<ul style="list-style-type: none"> • Department of Planning and Economic Development budget • Special allocations • Grant funds
	2	Complete Airport Zoning Study in partnership with the Metropolitan Airports Commission.	Short-Term	
	3	Complete Station Area Plans for planned stations along the Riverview Corridor transit route.	Short-Term	
	4	Conduct a feasibility study of commercial land trusts.	Short-Term	
	5	Conduct a zoning study of home occupation standards to allow start-up businesses that reflect innovations in the business sector, while limiting negative impacts on adjacent parcels and streets.	Short-Term	
	6	Conduct a zoning study for “transit-supportive” residential infill development in proximity to transit with more flexible design standards similar to Traditional Neighborhood zoning districts.	Short-Term	
	7	Implement Economic Development Strategy	Short-Term	
	8	Consider a process to further evaluate and monitor equitable distribution of community amenities.	Short-Term	
	9	Initiate a small area plan focused on the land use change occurring in Lafayette Park to determine the appropriate development policies and future land use goals for the area.	Short-Term	
	10	Systematically review and modify the Zoning Code to remove unnecessary hurdles to small-scale commercial and residential development.	Short-Term	
	11	Conduct a zoning study of commercial design standards.	Medium-Term	
	12	Identify and study areas of the city where lack of stormwater infrastructure is a barrier to redevelopment.	Medium-Term	
	13	Consider creating a system of business councils to complement the District Council system and improve geographic coverage of business representation.	Long-Term	

General Timeline Guidelines:

Short-Term (0-5 years)

Medium-Term (5-10 years)

Long-Term (10+ years)

Figure I-12 Transportation Chapter Implementation

The Transportation Chapter [insert link] guides the creation of a safe equitable and well-maintained multi-modal transportation system that supports vitality and the needs of all users, and sets the stage for infill development to accommodate the city's projected growth.

		Item	Timeline	Funding Sources
Transportation	1	Build City-led road construction projects consistent with the 2040 Comprehensive Plan.	Ongoing	<ul style="list-style-type: none"> • Saint Paul Streets Fund (SPS) (street improvement bonds)
	2	Inform Ramsey County mill and overlay, restriping and reconstruction projects.	Ongoing	<ul style="list-style-type: none"> • Minnesota State Aid (MSA) (City share of State fuel taxes)
	3	Inform Minnesota Department of Transportation roadway reconstruction and maintenance projects, including "Reimagine I-94."	Ongoing	<ul style="list-style-type: none"> • Right-of-Way Maintenance Assessment Funds
	4	Participate in Metro Transit's Service Improvement Plan process, which occurs every five years.	Ongoing	<ul style="list-style-type: none"> • Sidewalk Infill Program, which addresses standalone sidewalk projects
	5	Participate in transitway planning processes led by other agencies, such as those currently underway for the Riverview, Gateway/Gold Line and Rush Line corridors.	Ongoing	<ul style="list-style-type: none"> • MnDOT Cooperative Agreement Program
	6	Use the Bicycle Plan, Pedestrian Plan and Street Design Manual to guide implementation of the bicycle network, pedestrian network and complete streets.	Ongoing	<ul style="list-style-type: none"> • Regional Solicitation for federal transportation funds (administered biennially by the Metropolitan Council)
	7	Analyze and consider revisions to the Bicycle Plan, Pedestrian Plan and Street Design Manual.	Short-Term	<ul style="list-style-type: none"> • Regional Solicitation for the federal Highway Safety Improvement Program (HSIP) (administered biennially by MnDOT)
	8	Adopt and implement a "Vision Zero" program.	Medium-Term	<ul style="list-style-type: none"> • Transportation Economic Development (TED) (administered by MN DEED)
	9	Work towards increasing all (not just work commute) trips' mode share for non-single-occupant vehicles, aiming to surpass the following interim goals prior to 2040, as measured via the Metropolitan Council's Travel Behavior Inventory (TBI): <ul style="list-style-type: none"> • 25% walking • 20% public transit • 8% bicycling 	Long-Term	<ul style="list-style-type: none"> • Other MnDOT funds, such as Local Road Improvement Program, Safe Routes to School, and funds focusing on freight movement, trunk highway safety or bridges • Right-of-Way Loan Acquisition Fund (RALF) (administered by the Met Council) • Transportation Investment Generating Economic Recovery (TIGER) grants

General Timeline Guidelines:

Short-Term (0-5 years)

Medium-Term (5-10 years)

Long-Term (10+ years)

Figure I-3: Housing Chapter Implementation

The Housing Chapter [insert link] addresses the housing needs of all Saint Paul residents, from physical structure to fairness, choice, stability and affordability.

		Item	Timeline	Funding Sources
Housing	1	Coordinate with the City’s elected officials and lobbyists to work on state- and federal-level housing policy issues.	Ongoing	See Housing Chapter Appendix H-A for possible funding sources for current and future housing needs.
	2	Work with other City departments and external partners, such as nonprofit and social service providers, to help build household income and net worth.	Ongoing	
	3	Partner with financial and other institutions to explore alternative financing tools that improve access to housing capital across all income groups.	Ongoing	
	4	Update the City’s Consolidated Plan and other housing-related planning documents in response to the 2040 Comprehensive Plan.	Short-Term	
	5	Review and update the following documents, as needed, to ensure consistency with the 2040 Comprehensive Plan: <ul style="list-style-type: none">• Low-Income Housing Tax Credit Qualified Allocation Plan (QAP)• Project and Program Evaluation Tool	Short-Term	
	6	Review existing programs to ensure that they meet current and future housing needs as identified in the 2040 Comprehensive Plan.	Short-Term	
	7	Review and update the City’s official controls to advance housing goals and policies.	Short-Term	

General Timeline Guidelines:
Short-Term (0-5 years)
Medium-Term (5-10 years)
Long-Term (10+ years)

Figure I-4: Water Resources Chapter Implementation

[Add Water intent statement and chapter link here]

		Item	Timeline	Funding Sources
Water	1	Address inflow and infiltration using tools, policies and strategies described in the Water Resources Chapter.	Ongoing	<ul style="list-style-type: none">• Watershed District grants• Minnesota Legacy Amendment funds
	2	Implement capital investment in water supply infrastructure as described in the Water Supply Plan.	Ongoing	
	3	Carry out educational, operational, and other efforts related to surface water quality as described in the Local Surface Water Management Plan.	Ongoing	
	4	Evaluate adequacy and efficiency of stormwater-related official controls, including consideration of changing precipitation patterns.	Short-Term	

General Timeline Guidelines:
Short-Term (0-5 years)
Medium-Term (5-10 years)
Long-Term (10+ years)

Figure I-5: Parks, Recreation and Open Space Chapter Implementation

The Parks, Recreation and Open Space Chapter [\[hyperlink\]](#) sets broad policy to create an equitable, safe, connected and sustainable park system for all users

		Item	Timeline	Funding Sources
Parks, Recreation and Open Space	1	Continue data collection and management efforts using new technology when available, and incorporate into decision-making tools.	Ongoing	<ul style="list-style-type: none"> • Parkland dedication funds • Minnesota Legacy Amendment funds • Environment and Natural Resources Trust Fund (limited to high-quality natural areas) • State bonding through Metropolitan Council (for regional parks and trails) • DNR Grants • Watershed District grants • Transportation Investment Generating Economic Recovery (TIGER) grants
	2	Seek out customer and resident feedback on needs, satisfaction and trends, and incorporate into decision-making tools.	Ongoing	
	3	Maintain accurate maps that show, at a minimum: service area, property boundaries, transit access and physical barriers.	Ongoing	
	4	Complete projects that enhance the park system.	Ongoing	
	5	Update the Parks and Recreation Vision Plan in response to the 2040 Comprehensive Plan.	Short-Term	
	6	Update the Parks and Recreation System Plan in response to the 2040 Comprehensive Plan.	Short-Term	
	7	Update annually the Parks and Recreation Strategic Implementation Plan consistent with the 2040 Comprehensive Plan.	Short-Term	
	8	Update adopted master plans in response to the 2040 Comprehensive Plan.	Short-Term	
	9	Review access and user fees to determine where increases are market-appropriate and where raising or imposing fees would not significantly impact access.	Short-Term	
	10	Develop objective criteria for investment, including, but not limited to, equity, cost-benefit analysis and people potentially served.	Short-Term	
	11	Develop objective and updatable methods to identify where there are disparities in accessibility to park assets based on race, ethnicity, income and ability.	Short-Term	
	12	Develop a set of measurable performance standards for all Community Centers.	Medium-Term	
	13	Develop new ways to engage the public in the use of Saint Paul Public Schools and Parks and Recreation Department facilities.	Medium-Term	
	14	Coordinate across City departments to achieve city-wide tree canopy goals.	Medium-Term	

General Timeline Guidelines:

Short-Term (0-5 years)

Medium-Term (5-10 years)

Long-Term (10+ years)

Figure I-6: Heritage and Cultural Preservation Chapter Implementation

The Heritage and Cultural Preservation Chapter [hyperlink] sets policy for the preservation and celebration of architecturally, culturally and historically significant buildings, districts, sites and views in Saint Paul.

		Item	Timeline	Funding Sources
Heritage and Cultural Preservation	1	Complete context studies of, and designate as appropriate, areas, places, buildings, structures, landscapes and other objects having historical, cultural, architectural, archaeological and/or engineering significance to the African-American, Asian, Latino and Native American communities.	Ongoing	<ul style="list-style-type: none"> • Certified Local Government grants • Federal Transportation Enhancement programs • Federal Transit Enhancement programs • Federal Investment Tax Credits, including the Federal Historic Preservation Tax Incentives Program • Save America's Treasures program • Preserve America program • State of Minnesota programs, including State Grants-in Aid, State Capital Projects Grants-in-Aid and State Historic Preservation Tax Incentives • Non-profit organizations, such as Preservation Alliance of Minnesota and Historic Saint Paul
	2	Develop an annual work plan for the Heritage Preservation Commission that prioritizes: <ul style="list-style-type: none"> • survey and designation work; • education; and • stakeholder engagement. 	Ongoing	
	3	Develop and fund the creation of programs and materials to educate staff, partners and the public about the history of the city; the rationale and laws behind - and importance of - preservation activities; and how preservation activities relate to both public and private property.	Ongoing	
	4	Establish a consistent cycle of survey, evaluation and designation projects for areas, places, buildings, structures, landscapes and other objects having historical, cultural, architectural, archaeological and/or engineering significance.	Ongoing	
	5	Produce and consistently update a list of outside preservation funding resources to provide to internal and external partners.	Ongoing	
	6	Support neighborhood revitalization and reinvestment by using heritage preservation tools, such as historic tax credits, in African-American, Asian, Latino and Native American communities.	Ongoing	
	7	Establish an inter-departmental staff team advisory group to address City department applications and issues.	Short-Term	
	8	Fund a City staff position to focus on grant-writing and resource allocation.	Short-Term	
	9	Create a "Pocket Guide to Preservation in Saint Paul (and how the City can help)".	Short-Term	
	10	Develop a clearinghouse where information pertaining to heritage and cultural preservation can be collected and disseminated to City departments and the public.	Short-Term	
	11	Develop a process and set of criteria to assess the economic viability of historic resources, with an eye toward determining which economic incentives should be used for the rehabilitation of historic resources to realize their full economic potential.	Medium-Term	

General Timeline Guidelines:

Short-Term (0-5 years)

Medium-Term (5-10 years)

Long-Term (10+ years)

Figure I-7: Critical Area Chapter Implementation

The Critical Area Chapter [insert link] statement here.

		Item	Timeline	Funding Sources
Critical Area	1			
	2			
	3			
	4			
	5			
	6			
	7			
	8			
	9			

General Timeline Guidelines:
Short-Term (0-5 years)
Medium-Term (5-10 years)
Long-Term (10+ years)

Timing of Implementation Steps that Affect Regional Systems

Saint Paul is a mostly built-up community with sewer, water and transportation infrastructure available throughout the city. Most infill development and redevelopment anticipated to occur over the coming decades will be incremental and have no effect on regional systems. The Ford Site, West Side Flats, Snelling-Midway and Hillcrest are larger anticipated redevelopments that could affect such regional infrastructure systems. These sites are anticipated to develop on approximately the timelines in the table below:

		2018	2019	2020	2021	2022	2023-2040	
Redevelopment Area	Ford Site	Site sold to master developer	Alternative Urban Area-wide Review (AUAR)	Infrastructure development begins			Future phases	
			Detailed development plan		First phase of development			
	West Side Flats	Wastewater infrastructure improved to facilitate crossing under the Mississippi River to support additional land use intensity						
		Sites are redeveloped in phases						
	Snelling-Midway (Soccer Stadium)	First phase of development (soccer stadium and park)		Future phases				
	Hillcrest		Site sold to master developer	Alternative Urban Area-wide Review (AUAR)	Infrastructure development begins		Future phases	
Detailed development plan				First phase of development				



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