Appendix **A**

To view the following data online, please visit our Open Information Platfrom at: **https://information.stpaul.gov/**
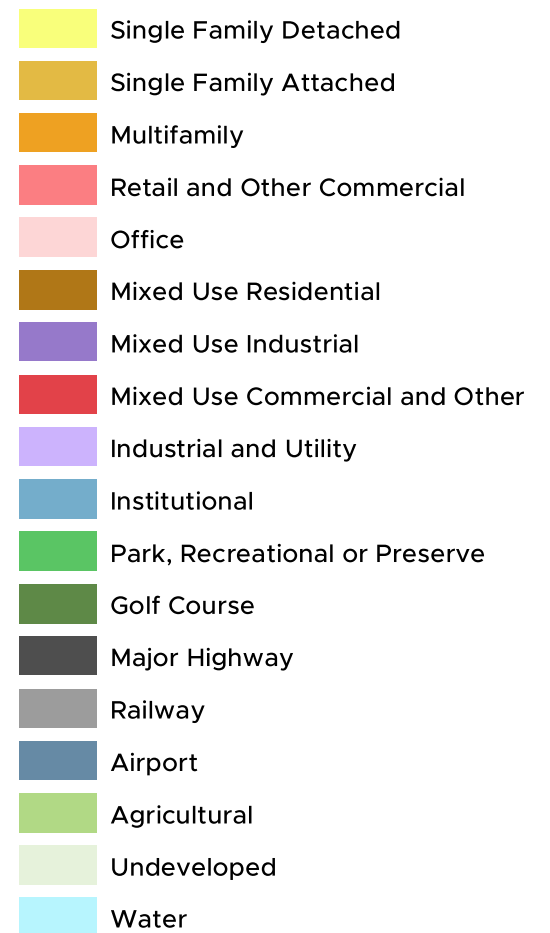
Note: ACP50 data for all from Metropolitan Council via MN Geospatial Commons, from annual release (2/5/2018). Other data as noted.
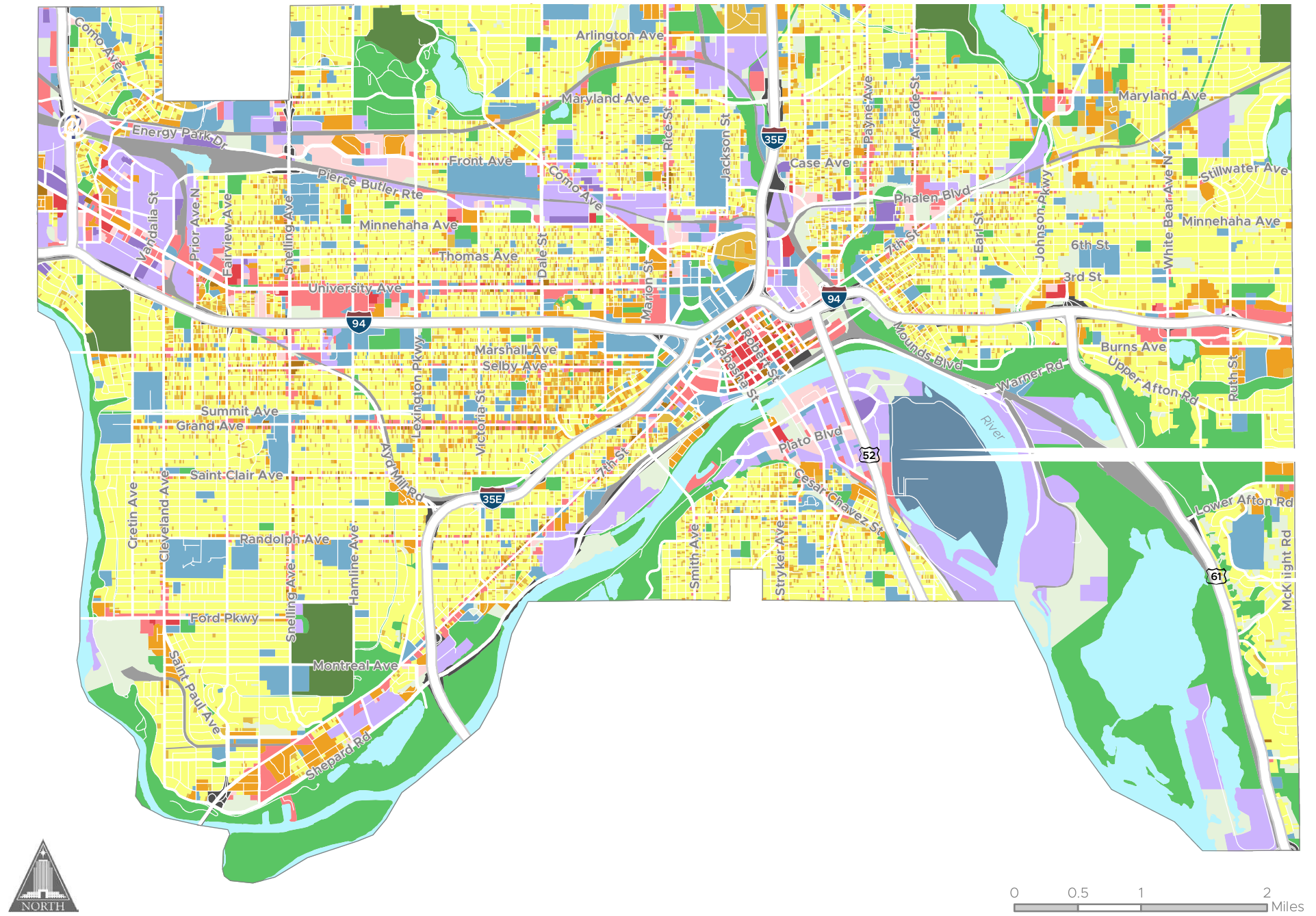
Appendix B

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

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

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.

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.

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.

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.

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.

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.

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.
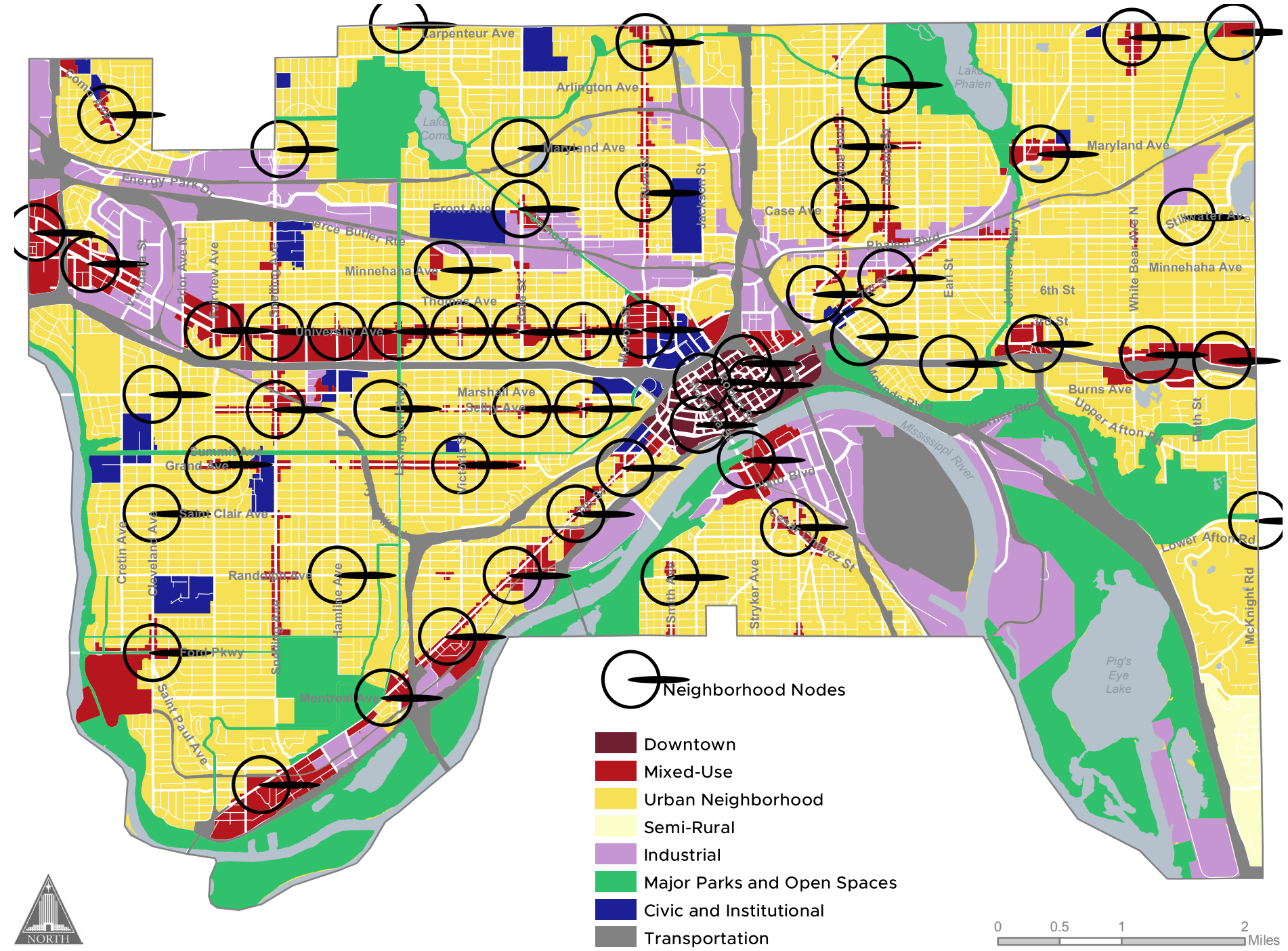
Civic and Institutional

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.

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.

Neighborhood Nodes

Downtown

Mixed-Use

Urban Neighborhood

Semi-Rural

Industrial

Major Parks and Open Spaces

Civic and Institutional

Transportation

0   0.5   1   2
Miles

NORTH

1, Rice-Larpenteur Site

2, 35E-Wheelock

3, Hillcrest Center - White Bear-Hoyt

4, Hillcrest Golf Course

5, Rice-Maryland

6, Minnehaha Mall

7, Payne-Arcade Strip Mall

8, Hamms Brewery

9, Beacon Bluff Site 7th-Minnehaha

10, Wayerhaueser Site

11, Amtrak Site

12, Goodwill Parking University-Fairview

13, Snelling-University Redevelopment

14, Target Outlot

15, Unidale Mall

16, Sears Site

17, Prince Street

18, Suburban

19, Conray Center

20, Gateway Site

21, Wabasha Court

22, Central Station

23, Ramsey-West Site

24, West Side Flats 1

25, West Side Flats 2

26, West Side Flats 3

27, Island Station

28, Boys Totem Town

29, Ford Site

30, Johnson Brothers - Riverbend

General Redevelopment Timeline and Scale of Opportunity Sites*

Decade	2020	2030	2040	Total
Acres of Redevelopment	38	275	338	650

*The figures in this table are estimated based on available information and do not include sites smaller than one acre. This information is likely to be less accurate over time as market conditions and redevelopment sites change.

0   0.5   1   2 Miles

TO BE UPDATED IN CONJUCTION WITH CRITICAL AREA CHAPTER

LEGEND*

← Significant public views

← Views to be coordinated with Critical Area Chapter

*arrow indicates direction of view
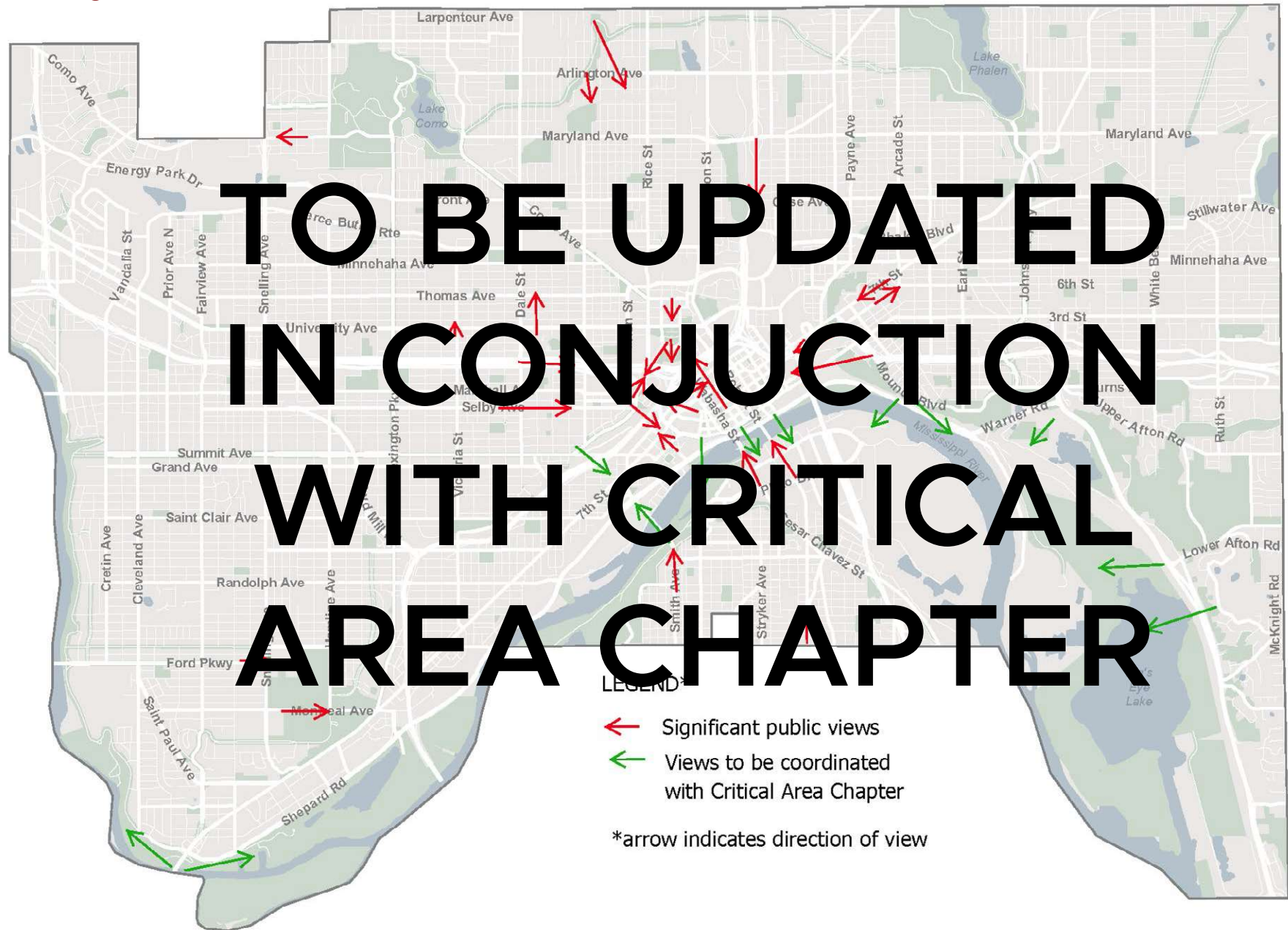
Map LU-5: Thrive MSP 2040 Community Designation

Larpenteur Ave

Como Ave

Arlington Ave

Maryland Ave

Maryland Ave

Energy Park Dr

Rice St

Jackson St

Case Ave

Stillwater Ave

Front Ave

Pierce Butler Rte

Como Ave

Phalen Blvd
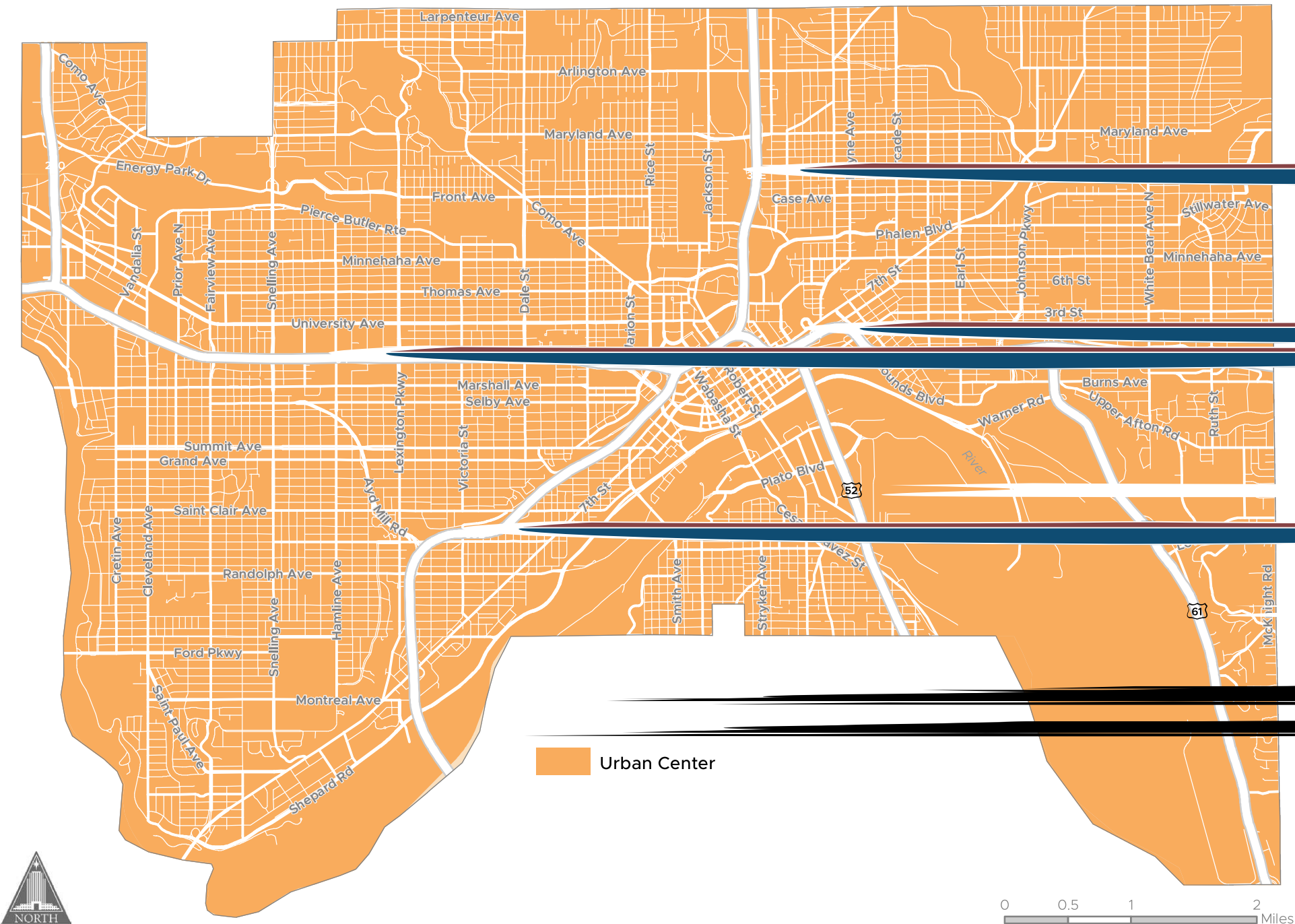
Minnehaha Ave

Vandalia St

Prior Ave N

Fairview Ave

Snelling Ave

Minnehaha Ave

Dale St

7th St

Earl St

Johnson Pkwy

6th St

White-Bear Ave N

Thomas Ave

University Ave

Marion St

3rd St

Lexington Pkwy

Marshall Ave

Selby Ave

Robert St

Wabasha St

Mounds Blvd

Warner Rd

Burns Ave

Upper Afton Rd

Ruth St

Summit Ave

Grand Ave

Victoria St

Ayd Mill Rd

7th St

Plato Blvd

River

52

Saint Clair Ave

Cretin Ave

Cleveland Ave

Randolph Ave

Hamline Ave

Snelling Ave

Smith Ave

Stryker Ave

Cesar Chavez St

61

McKnight Rd

Ford Pkwy

Montreal Ave

Saint Paul Ave

Shepard Rd

Urban Center

0   0.5   1   2
Miles

NORTH

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	

Figure LU-2: 2040 Land Use Table

Land Use	Acres	Percent of Total
Civic and Institutional	866	2.4%
Downtown	412	1.1%
Industrial	3,445	9.5%
Major Parks and Open Spaces	4,199	11.6%
Mixed-Use	2,717	7.5%
Open Water	2,592	7.2%
Semi-Rural	262	0.7%
Transportation	2,859	7.9%
Urban Neighborhood	18,794	52.0%
Total	36,146	