Introduction

In a well-planned community, the placement of homes, businesses, and institutions flow together seamlessly in a connected and integrated development pattern. But without planning and proper foresight, land use issues may arise. Such issues may create conflicts between neighbors, environmental damage, and the inefficient provision of municipal services.

One of the key planning responsibilities for a municipality is to develop a long-term vision for land use. By examining the need for various uses, examining how the area is already developed, evaluating the suitability of land for uses, and the accessibility needs of each use, the City, by this Chapter, created an overall plan to guide for appropriate development.

This Chapter describes the existing land uses in St. Paul Park and future land uses. The existing land use patterns were established in the late 1800s, when St. Paul Park was first platted and settled as an industrial area along the Mississippi River, with nearby residential neighborhoods for industrial workers. In many ways, that pattern continues into the present. This chapter uses the broader goals identified for the City and within the community’s vision statement to ensure compatible development throughout the City.

Demographics & Forecasts

In order to plan for the future of a community, it is critically important to understand the existing populations and to do so in the context of any planned changes to land use, transportation and more. This initial section will examine various demographic characteristics of St. Paul Parks population as the relate to Land Use specifically. Additional demographic analysis may be present in other chapters as they are relevant.

Population and Household Growth

From 1970 to today, Saint Paul Park has somewhat fluctuated in size but has by and large remained around or slightly above 5,000 residents. The most recent estimates for 2016 place the city at around 5,519 total residents. The city is anticipated to see more growth between now and 2040. This growth will mirror the anticipated growth of the region, and the City’s proximity to downtown St Paul makes it a great candidate to
see growth as a community. Households have grown steadily over time, even when population has dropped. This is most likely due to smaller average household sizes over time. In 2016, the average household size would’ve been around 2.7 persons per household, contrasted to around 4 per household in 1970. Between now and 2040 this household size is forecasted to drop even further, to around 2.39 in 2040.

**Age of Population**

The graph below shows the population of St Paul Park broken down by gender and into different age cohorts. For females, the most common cohort is 25 to 29, while for males it was 45 to 49. Looking at both males and females, just over 15% of the total population is over the age of 60. Knowing that there is a significant elderly cohort is important for planning purposes. Older residents will have a different set of needs from their modes of housing, transportation, and commercial activity. However, more significant than planning for the elderly, is planning for the youth population of St Paul Park. Almost 28% of the population is under the age of twenty. These age cohorts are going to be adults in 2040 and ensuring that the city is being planned and developed based on their interests will be critical to keeping them as residents in the city, rather than having them move to another city.

**Forecast Analysis**

St Paul Park is an expanding suburban city within the Metropolitan Region, both in regard to its residential population and its commercial and industrial sectors. In planning for the city’s future, it’s important to forecast how this growth will occur between now in 2040. Especially important is understanding where exactly in the city this development will occur.
Anticipated Development Areas

St. Paul Park 2040 Comprehensive Plan

Total New Jobs: 927
Total New Units: 1356

St. Paul Park Comprehensive Plan  14  Land Use
Above is the Metropolitan Council’s forecast for the City of St. Paul Park. The Met Council forecasts population, households and employment between 2010 and 2040, including the most recent estimates for the year 2014 or in the case of household estimates, 2016.

The City of St Paul Park is anticipated to add 2,627 residents, 1,254 households, and 818 jobs by 2040. To determine how the city would meet these forecasts, an analysis was conducted to determine where new development and redevelopment would occur within the City and how it would provide for housing and employment opportunities. The Land Use Plan provides for development and redevelopment areas that provide areas for the forecasted growth of the City in adequate and appropriate amounts. Areas that are anticipated for Post-2040 growth are also identified.

**Table 2. Residential Development Areas - By 2040**

<table>
<thead>
<tr>
<th>Residential Type</th>
<th>Net Acreage</th>
<th>New Units by 2040</th>
<th>Net Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>Critical Area Residential</td>
<td>127.7</td>
<td>255</td>
<td>2.0</td>
</tr>
<tr>
<td>Low Density Residential</td>
<td>71.2</td>
<td>216</td>
<td>3.0</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>50.4</td>
<td>252</td>
<td>5.0</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>29.7</td>
<td>279</td>
<td>9.4</td>
</tr>
<tr>
<td>Mixed Use (Transit)*</td>
<td>7.9</td>
<td>39</td>
<td>5</td>
</tr>
<tr>
<td>Mixed Use (Marina)*</td>
<td>44.8</td>
<td>314</td>
<td>7</td>
</tr>
</tbody>
</table>

*Mixed Use Districts projected at different proportions of the total acreage being residential vs. commercial. Transit Mixed Use is 50-50 residential commercial, while the Marina is 70-30.

**Community Designation**

To effectively apply its principals and guide regional policy decision making at a local level, the Metropolitan Council assigns every community in the region a community designation. Designations are determined based on common characteristics that carry from one community to another such as if the Community is within the Metropolitan Urban Service Area, the amount and proportion of denser land uses, or the overall development patterns of the community. This allows Council policies and recommendations to applied in a more targeted methodical manner, rather than being applied to every community in the same way.

In their *Thrive MSP 2040* Plan, the Metropolitan Council has identified St. Paul park as an Emerging Suburban Edge community. These communities are seen by the council as becoming more urbanized in their patterns of development, but which are still located close to open and rural areas. St. Paul Park has some existing or former agricultural uses in the southern portion of the city, however these are mostly slated to become residential land uses between now and 2040. This is a characteristic that it shares in common with many of its fellow emerging suburban edge community, an ample amount of greenspace to be developed as the city...
grows. A map showing the City and surrounding communities’ designations can be found on the following page.

The Metropolitan Council has stated a number of policies for Emerging Suburban Communities as they relate to a community’s land use plan. Emerging Suburban Edge communities will:

- Plan and stage development for forecasted growth through 2040 and beyond at overall average net densities of at least 3-5 dwelling units per acre in the community. Target higher-intensity developments in areas with better access to regional sewer and transportation infrastructure, connections to local commercial activity centers, transit facilities, and recreational amenities.
- Identify and protect an adequate supply of land to support growth for future development beyond 2040, with regard to agricultural viability and natural and historic resources preservation.
- Incorporate best management practices for stormwater management and natural resources conservation and restoration in planning processes.
- Plan for local infrastructure needs including those needed to support future growth.

St. Paul Park has incorporated these land use goals in their development.

Existing Land Use

The existing land use patterns of the City were established in the late 1800s, when St. Paul Park was first platted and settled as an industrial area along the Mississippi River, with nearby residential neighborhoods for industrial workers. In many ways, that pattern continues into the present.

For the purposes of the existing land use map, the following definitions are being used:

- **Agricultural.** Land currently used for pasturing animals or cultivating row crops and associated residential uses.
- **Low Density Residential.** Single family residential development.
- **Medium Density Residential.** Twinhomes, townhomes and other lower density attached housing.
- **High Density Residential.** Principally apartment buildings and condominiums.
- **Commercial.** Retail sales, professional services, offices, and other such uses.
- **Industrial.** Manufacturing, assembly, warehousing, construction and wholesale sales, including assembly of products produced elsewhere; facilities involved in the movement of goods, construction, communications, utilities and wholesale sales.
- **Public/City, Parks.** Local government facilities as well as city-owned park and recreation properties.
- **Institutional.** Buildings and adjacent lands of schools (both public and private) and churches.
- **Cemetery.** Land devoted only to cemeteries.
- **Vacant.** Land that is currently not being put into an active use. Existing structures may exist on a parcel but are unoccupied.
- **Street/Right of Way.** Rights-of-way for existing highways, streets, alleys, railways and other uses.
- **Wetlands.** Lands containing wetlands recognized by the Minnesota Department of Natural Resources.
- **Open Water.** Public waterways, including the Mississippi River.

St. Paul Park is a City of around 2,318 acres, including wetlands and significant bodies of water. The following table breaks down existing land use categories by their acreage. Residential land uses make up a significant portion of the city’s land along with agricultural and industrial uses.
### Table 3. Existing Land Use Acreage

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Acres</th>
<th>Percent of Total Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural</td>
<td>468</td>
<td>20%</td>
</tr>
<tr>
<td>Low Density Residential</td>
<td>462</td>
<td>20%</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>71</td>
<td>3%</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>6</td>
<td>0%</td>
</tr>
<tr>
<td>Commercial</td>
<td>41</td>
<td>2%</td>
</tr>
<tr>
<td>Industrial</td>
<td>257</td>
<td>11%</td>
</tr>
<tr>
<td>Cemetery</td>
<td>11</td>
<td>0%</td>
</tr>
<tr>
<td>Institutional</td>
<td>59</td>
<td>3%</td>
</tr>
<tr>
<td>Public/City, Parks</td>
<td>64</td>
<td>3%</td>
</tr>
<tr>
<td>Right of Way</td>
<td>409</td>
<td>18%</td>
</tr>
<tr>
<td>Vacant</td>
<td>111</td>
<td>5%</td>
</tr>
<tr>
<td>Wetland</td>
<td>80</td>
<td>3%</td>
</tr>
<tr>
<td>Open Water</td>
<td>279</td>
<td>12%</td>
</tr>
<tr>
<td>Total</td>
<td>2,318</td>
<td>100%</td>
</tr>
</tbody>
</table>

### Future Land Use

The future land use plan establishes the land use vision for the future of the City. The proposed land use designations are listed below by category:

#### Residential Categories

The residential land use designations allow for a range of housing opportunities and densities. Each of the city’s residential classifications is based on the type of housing and densities permitted. The types of development permitted in each designation is based on the character of the area in which it is placed. A description of each residential land use category is below:

**Critical Area Residential / 2-5 units per acre**

The Critical Area Residential is a designation to allow for urban single family residential uses within the Mississippi River Corridor Critical Area’s Rural Open Space area in the southwestern portion of the City. This area will be characterized by low-density single-family development patterns that are compatible with the Critical Area. Many primary conservation areas exist in this area and should be preserved. This designation must be managed to sustain and restore the natural character of the corridor and to protect and enhance habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas.

Development within this designation must be consistent with the standards for the DNR’s Rural Open Space subdistrict including height, setbacks to river and bluffs, lot width, and the percentage of land preserved in primary conservation areas. The City’s development expectation is for a minimum of two units per acre of net developable space after deducting steep slopes, floodplains, and required open space. Development should not exceed five units per acre, as greater densities will be found to be inconsistent with this designation. The dominant development style expected in this area is high quality, larger lot single family residential clustered in appropriate areas.
St. Paul Park Comprehensive Plan

Future Land Use

St. Paul Park
2040 Comprehensive Plan

April 4

Data provided by: NAC, MnDNR, Met Council

Critical Area Residential (2-5 units/acre)
Low Density Residential (3-5 units/acre)
Medium Density Residential (5-10 units/acre)
High Density Residential (10+ units/acre)
Mixed Use (10+ units/acre residential)
Downtown Commercial
Commercial
Light Industrial
Industrial
Parks
Public/Institutional
Street, Right of Way
Wetland/Open Water
Future Annexation Areas

Miles

NAC

St. Paul Park Comprehensive Plan

Land Use
A key component of this designation is the preservation of natural resources and open space. Open space areas may be maintained for public access and recreation. Development proposals at the higher end of the density range will be expected to provide greater public access and meet enhanced natural resource preservation goals.

**Low Density Residential | 3-5 units per acre**
Low Density Residential is intended to continue the City’s traditional lower density development pattern of single-family residential development. This area is principally the area between the railroad tracks and Hastings Avenue, as well as the existing single-family area around the school.

Development within this designation is intended to be high quality contemporary single family between 3 and 5 units per acre.

**Medium Density Residential | 5-10 units per acre**
The Medium Density Residential designation is intended to be primarily for a mixture of single-family, duplexes, and townhomes. The areas designated for this use are principally between Hastings Avenue and Highway 61 and the central portion of the City west of the railroad tracks.

The City expects these areas to develop with a similar character as the adjacent single-family neighborhoods with street facing entrances with a walkable development design to fit with the City’s small town character. These areas will serve as a transition from commercial, mixed use, and industrial areas. It will provide for a greater number of units in areas where such development will not be out of character with the vicinity.

Development density is expected to be between 5 and 10 units per acre in the aggregate of these areas. Some components may be at a lesser density provided it is offset by other development of a greater density within the vicinity.

**High Density Residential | 10+ units per acre**
The High Density Residential Designation is intended to be for attached housing that is a minimum of ten units per acre. The development in this designation may be senior housing, apartments, and similar development. Specific sites for this type of development were carefully selected near compatible land use types. Great care should be made to ensure developments of this density fit within the neighborhood through proper site design, building height, and the street orientation.

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**Commercial & Mixed Use Categories**

Several commercial and mixed use land use categories are included in this plan to provide a variety of uses to meet the retail, professional, and entertainment needs of the community. Each commercial/mixed use category is described below:

**Mixed Use**
**Transit Mixed Use | 50% Commercial, 50% Residential**

The Mixed Use District near the Bus Rapid Transit (BRT) station is anticipated to develop at half commercial and half residential. The commercial development is assumed to have a floor area ratio (FAR) of 0.5. The residential component is required to develop at a minimum density of 10 units per acre. Half of this area’s
net acreage is anticipated to go to each category. Development within this area should be similar in nature to the City’s Downtown District but with a greater number of residential units. Vertical mixed uses are strongly preferred in this area with ground level commercial and upper level residential. Mixed uses that are not vertically oriented shall preserve key areas with visibility from major traffic corridors for commercial uses.

**Marina Mixed Use | 70% Residential, 30% Commercial**

The Marina Mixed Use area is identified for 70% residential with the remainder 30% being commercial. The commercial component is assumed at a 0.26 FAR while the residential is required to be a minimum of 10 units per acre. This designation is proposed to focus on the marina area and developing a destination commercial district with supporting residential development. Higher traffic and visibility areas shall be reserved for commercial uses. Vertical mixed use is preferred, with residential above commercial, but other arrangements that meet the intent of this designation may be considered. This area is anticipated to be more residential than commercial due to the lesser traffic volumes.

**Highway Commercial**

Highway Commercial development is permitted in the area adjacent to Highway 61 and along the routes in the City with higher transportation levels. The anticipated floor area ratio (FAR) for this development is assumed to be 0.26. This was based on a study of existing commercial businesses located outside of the Downtown within the City.

This designation is intended to provide for the establishment of relatively high intensity highway oriented or dependent commercial outlets providing goods and services for customers from the region. The uses anticipated within this designation intended to be those that are well served by nearby arterial highways. Uses should require close proximity to the highway or generate higher parking demands.

**Downtown Commercial**

The Downtown Commercial designation is for the City’s historic Downtown. The Downtown is a true small town commercial district that is intended to be preserved and enhanced. It is the current primary entertainment center of the City. Development is intended to be zero-lot line development matching the character of the existing area. The FAR in this area is expected to continue to be 0.5, which is consistent with the existing character of the district. Residential uses may be permitted but only on the upper levels of commercial buildings. Commercial uses within this designation should be retail, destination, and/or entertainment oriented. Uses such as retail shops, restaurants, and taverns are encouraged.

**Industrial Categories**

Two industrial use categories are planned that encompass traditional industrial, manufacturing and warehousing, and other uses that are more office and office warehouse focused. The land use categories are described below:

**Light Industrial**

The light industrial designation is intended to be for office-warehouse type uses with some light manufacturing. This designation is currently within close proximity of residential and commercial uses and is intended to be as compatible as possible with such uses. In many cases, the light industrial use areas have limited truck access. Screening and concealment of storage is highly important. The FAR for uses within this
area is anticipated to be 0.26, based on the existing development patterns. Higher intensity industrial uses should be located within the General Industrial areas.

**General Industrial**
The general industrial designation is intended for heavier industrial uses and is located on the north end of the City which has adequate truck access and separation from residential uses. These uses should be segregated from residential and commercial uses, as much as possible, to allow the uses to freely operate and also to not negatively impact incompatible uses.

**Public Categories**

**Public/Institutional**
This designation is for properties controlled by public entities such as the School District and the City. Uses of property are intended to be essential in nature and/or compatible with the surrounding area.

**Parks**
The park designation should be used only for City owned or operated park facilities in a manner consistent with the City’s Park Plan.

<table>
<thead>
<tr>
<th>Table 4. Proposed Land Use Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use Category</strong></td>
</tr>
<tr>
<td>Critical Area Residential</td>
</tr>
<tr>
<td>Low Density Residential</td>
</tr>
<tr>
<td>Medium Density Residential</td>
</tr>
<tr>
<td>High Density Residential</td>
</tr>
<tr>
<td>Mixed Use</td>
</tr>
<tr>
<td>Highway Commercial</td>
</tr>
<tr>
<td>Downtown Commercial</td>
</tr>
<tr>
<td>Light Industrial</td>
</tr>
<tr>
<td>General Industrial</td>
</tr>
<tr>
<td>Parks</td>
</tr>
<tr>
<td>Public/Institutional</td>
</tr>
<tr>
<td>Right of Way</td>
</tr>
<tr>
<td>Wetland</td>
</tr>
<tr>
<td>Open Water</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

**Future Growth Goals, Policies and Action Steps**

**Goals**
1. All growth shall conform to the City’s vision of the community and the goals and policies of this plan.
2. Utilize the City’s strengths and assets to appeal to all generations.
3. Provide for development that fits within the established character of the City.
4. Allow for development and growth in an orderly, efficient fashion.
5. Identify redevelopment opportunities that help fulfill the City’s land use goals.
6. Strengthening the city’s economic base.
7. Provide for housing and employment growth consistent with the Met Council forecasts.

Policies
1. Establish land use designations to enable the city to meet its population and employment forecasts.
2. Establish land use designations that will broaden the property tax base in the city.
3. Engage citizen involvement in civic and community opportunities.
4. Encourage development and planning of land that provides for reasonable access to surrounding properties.

Implementation Action Steps

1. Establish zoning provisions to adequately implement the Comprehensive Plan.
2. Monitor developments to measure consistency with the Comprehensive Plan.

General Land Use Goals, Policies and Action Steps

Goals
1. Use the Land Use Plan for the foundation for land use decisions in the City.
2. The City shall support and revitalize existing neighborhoods and development areas.
3. Provide for residential uses that reflect the city’s housing plan for life-cycle and affordable housing, and community growth goals that broaden the city’s property tax base.
4. Provide industrial use areas to sustain the city’s economic base and provide employment opportunities for the community.
5. Provide for commercial uses that benefit from the city’s proximity to the Mississippi River and Highway 61.
6. Establish mixed uses areas where appropriate to facilitate diverse development.
7. Provide appropriate places for public and institutional uses.
8. Provide adequate park and recreation uses.
9. Establish environmental protection of the Critical Area through sensible land use planning.
10. Protect the traditional small-town character of the City and seek to extend traditional neighborhood design principles to maintain this character into new areas.
11. Keep existing neighborhoods attractive and vital through street improvements, parks, code enforcement, design standards and redevelopment.
12. Improve substandard and/or blighted areas.
13. Provide for areas of growth consistent with the 2040 Forecasts.

Policies
1. The City will develop in accordance with the Comprehensive Plan.
2. All rezoning decisions must conform to the Comprehensive Plan.
3. Land Use designations must be properly utilized to meet projected growth demands.
4. Establish appropriate land use designations and zoning regulations for each land use in the plan.
5. Require city review and approval of any new use of lands designated for public use, but not owned by the city of St. Paul Park, if the existing uses on those lands cease.
6. Provide for the rezoning of properties to reflect the goals of the Comprehensive Plan.
7. For properties currently improved with residential land uses but designated for commercial, industrial or mixed uses by the adopted Comprehensive Plan, rezonings may be considered at such time as a proposal for industrial, commercial or mixed use development is presented for the City for review, with the intent that current residential property owners shall not be jeopardized with non-conforming status.
8. Maintain and strengthen the character of the City’s neighborhoods.
9. Encourage appropriate transitions and buffering between potentially incompatible land uses.
10. Where practical, conflicting and non-complementary uses shall be eliminated through removal and relocation.
11. Emphasize quality design, innovative solutions, and a high general aesthetic level in community development and building.

Implementation Actions

1. Review official controls for consistency with the Comprehensive Plan.
2. Update the zoning map for consistency with the Future Land Use Map.
3. Revise ordinances related to non-conformities.
4. Review the Comprehensive Plan regularly to ensure consistent development policy.

Residential Land Use

The City’s existing traditional, small town residential character is that of street facing single-family detached housing on wide streets in a traditional grid pattern. The City anticipates that this pattern will continue into the future. Additionally, the City finds that providing a complementary range of housing types that also fits within the character of the community can be an asset.

A primary concern of the City and its citizens is maintaining the small town feel of St. Paul Park. The ambiance of the “small town feel” is a character and design issue that must be recognized throughout the community. A sense of place must be preserved through the City’s residential areas and highlight the City’s character-defining resources. Residential streets shall be tree-lined, where appropriate, with some having sidewalks or trails in the right-of-way, when near parks, schools, or commercial areas. Architecture of housing should include traditional features such as porches and recessed garages.

Residential developments should be of a density that fits within the geographical context. Developments should make use of natural resources to complement the residential setting.

Low Density Residential

Low density, single family residential uses will continue in the areas identified in the future land use plan. New construction shall be compatible with the existing development styles and patterns. New development areas on the south end of the City (Rivers Edge) are anticipated to continue as primarily Low Density Residential. New development is expected to utilize the City’s traditional grid pattern street network.

There are two categories of Low Density Residential Development within the land use plan, as noted previously. The Critical Area Low Density Residential has a lower minimum end of the density range (2 units per acre) to acknowledge that the Critical Area has specific, sensitive natural resources in areas designated by the DNR as Rural-Open Space that may necessitate a lower density than what would be typically allowed within the City. As an urban, sewered community, the City does not view permanent rural development lacking public utilities as being environmentally responsible within this area. The City proposes lower density urban residential uses that meets the requirements of the MRCCA. The other Low Density designation has a minimum density of 3 units per acre.

Medium Density Residential

Medium density residential areas are anticipated to be a mix of smaller lot single family, twinhomes/ duplexes, and townhomes. In some cases, smaller apartment buildings may also be acceptable when
meeting the appropriate density. This housing type is intended to mimic the same character of the single-family neighborhoods with street facing, individual entrances to each unit wherever possible. Garages should be located towards the rear and not in front of the units to avoid a garage dominated appearance. This designation will allow for a mix of housing types to be established in underdeveloped areas of the City, primarily in the area south of Downtown between the Mississippi River and the railroad tracks and north of the Rivers Edge property. Medium density residential is intended to have a minimum density of 5 units per acre but not more than 10 units per acre.

**High Density Residential**

High Density Residential areas are located in specific areas of the City where there are opportunities for such uses and where such uses would be a compatible use. High Density Residential areas can provide a transition from the commercial and industrial areas to single family areas. These uses are anticipated at a minimum of 10 units per acre. Areas with good transportation connectivity or adjacent to commercial areas may be of higher densities with taller structures. Areas in lower density settings should mimic the architecture of the vicinity to avoid incompatible uses. The City has an aging population and senior housing may be a target use for this land use designation.

**Rivers Edge**

The Rivers Edge district of the City was identified in the 2030 Comprehensive Plan for primarily a single-family residential land use. The City anticipates that this area will still be developed for this purpose. It is understood that the Burlington Northern Santa Fe Railroad currently owns this property and has publicly stated plans for rail development on this site. The City of St. Paul Park formally opposes such development as it is inconsistent with the sensible land use policies established by this and previous City Comprehensive Plans.

The Rivers Edge area is largely identified for Post-2040 growth in this plan, as the infill development and redevelopment areas within the established portions of the City appear poised for more immediate development and will provide the necessary units for the forecasts. It should be noted that if a development plan were to come forward for this area that is compatible with the City’s land use plan, the City would not view development within this area prior to 2040 as being incompatible with this plan, as the City has not adopted a formal staging plan for the purposes of restricting development.

**Residential Land Use Goals, Policies and Implementation Actions**

**Goals**

1. Housing opportunities are to be provided for all residents.
2. Unsewered residential development should be limited to those areas where utilities are not available or feasible and should be limited to typical rural densities.
3. Identify appropriate areas for higher density residential along higher classification traffic corridors or adjacent to commercial areas.
4. Residential units should be of a traditional design and street facing.
5. New residential development is expected to utilize the existing street grid pattern.
6. Medium and High Density Residential shall be consistent with the City’s character and shall be compatible with single family uses.
7. Residential components of Mixed Use Districts and the Downtown should generally adhere to the same standards for High Density Residential Uses.
8. Adhere to the highest community design and construction standards for new construction and development projects.
9. Historic homes shall be preserved to the extent possible.
10. The Rivers Edge area shall remain as a future residential area in densities identified in the Land Use Plan.
11. Residential uses in the Critical Area shall be consistent with the requirements of the MRCCA Plan.

**Policies**

1. Zoning regulations should be updated to fit the goals of this plan.
2. Non-residential uses should be limited in residential areas.
3. Land use regulations for rural land uses should be developed ensuring that such development is transitional in nature.
4. Development standards for high density residential uses should ensure quality development that fits within the context of the neighborhood.
5. Zoning regulations specific for high density residential development should be developed meeting the goals of this plan.
6. Medium density areas should generally follow the guidelines of the City’s R-4, Southwest Area Residential District.
7. Medium density residential uses should have individual entrances facing public rights-of-way.
8. Accompany medium and high density development with adequate accessory amenities such as garages, parking, open space, landscaping, and recreational facilities to ensure a safe, functional, and desirable living environment.
9. Design standards for all multi-family uses should be evaluated.
10. The City may wish to develop programs to preserve historic, older stock homes.
11. A zoning designation compatible with the Critical Area Plan shall be created for the Critical Area Low Density Residential area.

**Implementation Actions**

1. Review zoning controls for consistency with this Plan’s goals and policies.
2. Establish programs for the upkeep and preservation of historic homes.
4. Establish sensible design guidelines for multi-family housing.
5. Actively seek senior housing opportunities to establish life cycle housing in the community.

**Industrial Land Use**

Historically, industrial development was the principal economic base in St. Paul Park. Industrial uses are a major component of the City’s economy to this day. The key issue is fostering a land use strategy and related economic development strategies that allow existing and future industry to flourish in a manner that is compatible with the whole community.

The opportunity to create employment opportunities and the desire to enhance the property tax base, are the basis for the industrial future land use designations. These properties include the existing acreage on or near the refinery site (heavy industrial) and areas designated for light industrial uses. The areas west of the Burlington Northern Santa Fe railroad tracks and south of Broadway...
Industrial Redevelopment Example:  
13th Ave E & 6th St
are designated for light industry. Light industry in these areas will enable the city to broaden its tax base by permitting the redevelopment of underutilized land and by attracting new businesses.

There are principles and standards for determining where industrial uses should be located and how they should be designed to operate effectively but without harmful impacts on the rest of the community. Broadening the City’s economic base will mean redevelopment of existing industrial sites and expansion into areas of the City, near existing industrial uses, where the land is underutilized.

Particularly for light industrial firms, it is desirable to have a larger number of sites of modest size, rather than few very large sites. This allows companies the flexibility to select a location that best accommodates the needs of the business and its employees. St. Paul Park, although its history is rooted in industry, has a relatively small geographic area devoted to light industrial uses. Many years ago, much of the land along the river was zoned for industrial uses, but it was never developed as such because of the high bedrock (subsequently, it was rezoned for residential uses). Also, existing industry developed somewhat serendipitously. As a result, many of the existing sites are small and lack sufficient buffering between the site and nearby land uses, including residences.

Whether an industrial firm is compatible with surrounding land uses depends on its impacts. Compatibility issues include air quality, water quality, noise, waste storage and traffic. If possible, auto and truck traffic should not travel through residential neighborhoods. Traffic associated with light industrial uses west of the railroad tracks passes single-family and two-family residences to access streets leading to Broadway.

An efficient transportation network is essential to move raw materials, goods and employees. Highway 61 runs along the City’s eastern boundary. There is access from the highway to the downtown area, along Broadway, where existing light industrial uses are located. The Broadway right-of-way is 100 feet. The Burlington Northern Santa Fe railroad tracks run generally in a north-south direction through the residential areas of the city, as there is not direct access to Highway 61. A number of small light industrial firms are located adjacent to the west side of the railroad tracks.

The Mississippi River is an environmentally sensitive area in St. Paul Park. The oil refinery has operated from its existing site since the late 1930s and occasionally uses barge traffic. Barge fleeting and industries that depend on a river location are recognized in both the state Critical Area regulations and the Mississippi National River and Recreation Area guidelines. Other existing industrial uses in the river corridor are not compatible with the natural environment of the river corridor. These existing industrial uses are not planned to continue in their present locations.

**Light Industrial**

The light industrial areas are located near the Downtown, Mixed Use, and Residential Districts. Therefore, these uses must take care to ensure proper site design to minimize potential conflicts. Outdoor storage shall be severely limited to areas that can comprehensively screen the storage from all commercial and residential areas. Building fronts should be attractive especially when in view of residential uses. Loading areas shall be screened and as remote as possible to residential areas. Heavy truck traffic should be discouraged in areas where the transportation system will be shared with residential and Downtown traffic. More intense uses may occupy the sites that are more remote to the residential areas or through creative site design may be made
to be compatible with their environs. These sites may also be used to buffer residential uses to the railroad tracks.

Many sites for existing light industrial uses are too small to accommodate expansion of the companies. This applies to companies located immediately west of the railroad tracks. There is little vacant land available for new light industry, so the city is unable to accommodate the needs of companies which want to locate in St. Paul Park. There are areas in the city, guided for industrial uses, where the land is underutilized. Many sites have existing buildings that are deteriorating older residences and small businesses. Incentives are needed to facilitate the relocation of industrial uses that are too close to existing residential neighborhoods to more appropriate locations and to find more compatible businesses. Incentives may also be necessary to aggregate sites to accommodate expansion or improve buildings.

Both industrial parks and individual industrial sites need sufficient land to accommodate buildings and accessory uses, such as parking, loading, trash and storage areas. If the site is not large enough, then the business cannot operate effectively and some of its activities may spill out of the site. Many existing light industrial sites in St. Paul Park are very small. Care should be exercised when evaluating businesses for these sites to ensure compatibility with the vicinity.

Light industrial uses should be sited in areas where the transportation system can accommodate the use. Uses that rely on heavy volumes of large truck traffic may not be appropriate for all light industrial properties.

**General Industrial**

General industry and other more intense industrial uses, such as junk yards, construction equipment and materials, and fuel storage areas, do not require the higher design standards that are usually found at light industrial sites, including industrial parks. Generally, they are located in areas where compatibility with other types of land uses, such as residential and commercial uses, is not an issue. In St. Paul Park, for example, the oil refinery is well located, at some distance from residential neighborhoods, but other industrial uses are not well matched to their sites, which are immediately adjacent to existing residential and commercial uses.

The general Industrial designation is intended for more intense, established uses such as existing transportation terminals and oil refineries. These uses are already established in these areas and may continue. These uses are not permitted to grow into other areas, as there may be negative impacts on the Downtown and residential areas.

**Industrial Land Use Goals, Policies and Implementation Actions**

**Goals**

1. Attract industrial uses that broadens the property tax base.
2. Allow for industrial uses that increases employment opportunities in the city.
3. Establish industrial uses in harmony with the natural resources of the area that fits within the context of the vicinity.
4. Establish Industry in areas consistent with the infrastructure of the city.
5. Resolve land use conflicts involving industrial uses.
Policies
1. Support existing industrial land uses without negatively affecting the Downtown or Residential neighborhood quality.
2. Pursue economic development programs to assist in implementing the goals of this plan.
3. Create development standards that limit land use conflicts.
4. Establish zoning regulations that restrict the appropriate uses to compatible sites.
5. Allow for uses compatible with the transportation system.
6. Use industrial development to assist in providing for the employment forecasts.
7. Use light industrial development to buffer the residential areas west of the railroad tracks.
8. Discourage conflicting transportation types in areas where truck traffic may be detrimental.

Implementation Actions
1. Review zoning controls for consistency with this Plan’s goals and policies.
2. Establish programs for the improvement of existing business and the relocation of incompatible uses.
3. Evaluate uses permitted within the light industrial zoning district to ensure compatibility with the neighboring vicinity.
4. Review building and site design guidelines for light industrial uses.
5. Create truck routes to discourage truck traffic in residential areas.

Commercial Land Use

Commercial uses fall into three general categories: basic business involved in wholesaling and related services; retail and consumer businesses serving a region or an area within a region; and, businesses providing goods and services for a community. Businesses serving the region and the community are both found in St. Paul Park.

Commercial businesses in St. Paul Park, with one exception, are limited to those providing goods and services to residents of the community, or to motorists traveling through the city. The sole commercial business serving the region is the marina.

Highway Commercial

There are two primary routes in St. Paul Park where there is through traffic and where there are currently businesses which can take advantage of through traffic. These routes are County Road 22 from Highway 61 (St. Paul Park Road and Broadway) and County Road 39 (Hastings Avenue). This creates the opportunity for two areas of highway oriented businesses.

The area near the Highway 61 interchange is the primary highway commercial district. The secondary highway commercial district is on Hastings Avenue, which currently contains the bowling alley. These area may include uses that entice drivers into the City, uses that require location on a highway, as well as providing convenient businesses for the travelers on the highway.

Two elements support the concept of commercial redevelopment of the Highway 61 interchange area. Traffic
volumes continue to increase on Highway 61 providing a base level of traffic that may support commercial development. Transportation studies suggest that commercial land uses adjacent to the highway interchange will be feasible. Also, in the past there were community-based and regional businesses were clustered around three signalized intersections on Highway 61 in Newport. The reduction in the number of access points into Newport may provide an opportunity for St. Paul Park to capture some of the traffic for businesses on Highway 61.

These areas should be reserved for business that require this type of location and/or would not be able to locate within the City otherwise. Concentrating auto oriented uses within these areas will also lessen potential conflicts with the traditional type businesses located within the Downtown. The highway-oriented businesses will be required to provide independent parking areas that accommodate their own individual parking demand. Highway commercial business should also locate loading facilities and drive-throughs in appropriate areas, as not to cause negative impacts on nearby residential properties.

An additional Highway Commercial Area has been identified for the Rivers Edge area on the south end of the City. This is about a 10-acre area intended to provide an opportunity to serve this portion of the community, as well as the users of the County Road that enters the City from the south.

Architectural design in the Highway Commercial area need not be the equivalent of the Downtown but rather a typical highway commercial standard that also maintains consistency with the small-town character of the City.

Currently, many of the properties proposed for the Highway Commercial land use designation are improved with single-family homes. Home-based light industrial businesses are located on some of these properties. To avoid jeopardizing these property owners, should a natural or man-made disaster occur, rezoning of these properties will not be effectuated until a specific proposal for commercial development is presented to the city for review and approval.

Transit Mixed Use
The Transit Mixed Use District is intended to be a transition from the highway commercial area to the north to the Downtown Area. The commercial development style is intended to be more similar to that of the Downtown District. High density residential elements are also to be incorporated in this district. Washington County recently completed a small area plan for this area depicting these types of development.

Marina Mixed Use
Hidden Harbor Marina, at the western end of Ninth Avenue, is one of a few marinas on the Mississippi River between St. Paul and Hastings. There has been a marina at this location since the early 1950s. The marina has slips for 108 boats on site. In addition, on weekend days during the boating season, there are boat operators stopping for gasoline, boat service, food, as well as to buy boating supplies on site. Virtually all of the existing site is within the floodplain. The City views the Marina as an asset and its continued success is important to the community. With this in mind, the City created the Marina Mixed Use District to allow for additional commercial and residential uses to be placed in this area.
The traffic volumes are lower than in most commercial areas, which limits the natural appeal for commercial development in this area. The area is most likely to be used for entertainment and destination type businesses, similar to the Downtown. Neighborhood convenience type uses may also be appropriate in this area. Over time, it would be ideal to link the Downtown to the Mississippi River in this area.

**Downtown Commercial**

Businesses catering to residents of St. Paul Park are primarily found along Broadway in the Downtown. Examples include a beauty shop, professional offices, and small restaurants. The community businesses are planned to focus on the Downtown District going forward, or as part of the two Mixed Use Districts. The scattered business sites in residential neighborhoods suffer from adequate traffic and visibility and are frequently vacant. These uses are intended to be replaced with primarily residential uses.

**Commercial Opportunities**

Historically, commerce in St. Paul Park has been confined to community businesses. Local histories describe businesses owned and operated by residents which served St. Paul Park and neighboring communities. During the post-war decades, as automobile use increased and business became more sophisticated, commerce as part of the city’s economy shrank. There is limited land available for development of commercial centers at the scale of the current market and, if there were, similar centers are already established in other communities in south Washington County and in the metropolitan region, so a new commercial center in St. Paul Park would not likely be competitive.

Notwithstanding these limitations, there are four factors which offer possibilities for strengthening commerce in St. Paul Park:

- The City’s location on the Mississippi River.
- Forthcoming new residential development.
- Opportunities and openness to light industrial development.
- The Highway 61 interchange and adjacent commercial areas.

Building on these opportunities, aggressively and thoughtfully, will enable the city to provide goods and services to those who come to St. Paul Park, either to live, work or play.

**Commercial Land Use Goals, Policies and Implementation Actions**

**Policies**

1. Properties which can be readily accessed from the new highway interchange, along Hastings Avenue, and in the Rivers Edge Area will be designated for a highway commercial land use.
2. The Downtown Commercial District shall remain and continue as the primary community business district.
3. Commercial development within the Mixed Use Districts shall be similar in nature to the Downtown in terms of uses, design, and focus.
4. Existing scattered businesses within other areas of the community should be redeveloped to uses that are similar in nature to their vicinity.
5. Commercial uses should broaden the property tax base of the City and provide for employment opportunities.
6. Commercial uses should provide goods and services for residents, employees and visitors to the City.
7. Commercial uses should attract visitors to the City.
8. Commercial uses shall be in harmony with the natural resources of the area.
9. Commercial uses shall consistent and compatible with the infrastructure of the city.

Policies
1. Designate appropriate land for existing commercial uses.
2. Provide for the rezoning of properties guided as Commercial, at the appropriate time.
3. Conduct a market-study to inform commercial area and types of commercial use feasibility.
4. Develop design standards appropriate for each type of commercial use.
5. Commercial development should play a key role in the Mixed Use Areas.
6. Promote a wide range of office, service, retailing, and entertainment uses within the appropriate areas.
7. Attract new businesses that are complementary to existing businesses and attract new customers to the community.
8. Ensure an attractive business friendly through improved streetscapes, amenities, and accessibility.

Implementation Actions

1. Existing land use controls shall be evaluated for consistency with this plan.
2. The Commercial Zoning Districts should be reviewed to ensure that commercial uses are within the appropriate zoning designation.
3. Evaluate commercial district streetscapes and public improvements to ensure adequate access to businesses.
4. Ensure all commercial buildings are attractive and that new buildings are compatible with the existing.

Downtown

The City’s Downtown is a key community asset and a community focal point. The City’s goal is to improve the economic health of the district. St. Paul Park’s Downtown is located on Broadway. It originated on the road between the ferry on the Mississippi and Hastings Avenue. There used to be an opera house, hotels, and other such businesses. This area has always been the City’s primary commercial area and the City intends for this to continue.

Currently, the Downtown is small and linear in nature like a traditional Minnesota small town commercial district. The architecture primarily provides the historic small town character that is rare in the Twin Cities region. The area has many restaurants and serves as an entertainment destination.

Downtown Connections

The Downtown is small in size and is not located on a major roadway with high traffic counts. It would be ideal for better connections from Highway 61 to the Downtown and to establish a more direct corridor to the Mississippi River. Ideally, gateways, wayfinding signage, and other methods could be identified to push traffic to the Downtown from Highway 61 and then on to the Marina District.

The railroad tracks create a barrier to the area from the commercial area adjacent to Highway 61. The City should study means to make this crossing as safe as possible and add pedestrian ways and trails to the
Downtown. The Transit Area Mixed Use District could be used as a future extension of the Downtown or possibly a gateway area. The City should attempt methods to create a unifying atmosphere between these areas.

Connecting the Downtown to the Mississippi River will be challenging but would have a great benefit for both the Downtown and the Marina Mixed Use District. The Downtown is a few blocks removed from the River and it may be difficult to identify an easy route to make the connection. When such a connection is identified a unifying streetscape should be made to the Marina Mixed Use area.

The Downtown should also retain its connections to the residential neighborhoods. Pedestrian and bicycle routes should be created that help bring residents into the area. Sidewalk systems within the Downtown should connect to these routes.

**Downtown Streetscape**
The use of a well-designed streetscape with items such as historic streetlights, coordinated plantings, and public art would help provide a better sense of place and inviting atmosphere to the Downtown. Wider sidewalks that introduce options for sidewalk dining can help create a more active appearance and more room for public amenities.

**Reinery Buffer**
In recent years, the growth of the refinery has crept towards the Downtown area from the north. There is refinery owned land that lies between the Downtown and Marina Area, as well as Lions Levee Park. These conditions place an undesirable use in close proximity while limiting the ability to connect to regional attractions. There is currently a buffer lot between the Downtown and refinery on Broadway which creates a “dead space” of commercial activity. This buffer lot could be improved to be more unique or a draw in and of itself. The City may also encourage the refinery to make this buffer an office or administrative building to create more activity.

**Building Appearance**
Some of the buildings in the Downtown have not been maintained as well as others. All buildings should have street-front entrances. There are also some gaps between buildings that could be filled to increase activity. A building maintenance fund could be created to help make improvements.

The City should establish specific architectural standards for Downtown buildings. This will ensure that any new construction will be compatible with the existing buildings and of a traditional small town Downtown architecture to preserve the existing theme.

**Increase Activity**
There is ample parking in the Downtown that could support more businesses. Ideal businesses for the Downtown would be destination oriented to help drive traffic into the area. Businesses such as destination restaurants, unique shops, service businesses, and entertainment would be ideal. Brewery tap rooms, antique stores,
Connect Downtown and Marina Area
Improve buffer area to the refinery
Unify streetscape aesthetic
Future BRT Station, Connect to Downtown
Limit Industrial expansion near marina and Lion's Levee Park
Commercial Redevelopment Opportunities
Improve railroad crossings
Add Multi-family housing near downtown for a larger customer base
Help improve building facades
Contain Industrial to area around railroad
Draw highway traffic towards Downtown and Marina
Fill in Commercial area gaps
Draw highway traffic towards Downtown and Marina
Gateway Examples
Connect Marina and neighboring Residential areas
and other businesses that customers are willing to travel to would also be good fits.

The Downtown is already the focal point of the Heritage Days festival. Having events, such as this, is important to draw people to the Downtown and keep the Downtown as the community center. Events at Heritage Days such as the pub crawl help draw people to the local businesses.

**Downtown Land Use Goals, Policies and Implementation Actions**

**Goals**
1. Maintain Downtown as a key community asset
2. Improve economic health and appearance of the Downtown

**Policies**
1. Connect Downtown to Highway 61
2. Connect Downtown to Mississippi River
3. Focus commercial development to Downtown, except for auto-oriented businesses and similar, which require a location adjacent to a major roadway.
4. Create a long-term Downtown revitalization plan.
5. Establish zoning regulations specific to the Downtown
6. Continue to make Downtown the social focus of the City
7. Allow for more housing options in and around the Downtown to create a more active environment

**Implementation Actions**

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1.</td>
<td>Identify connection corridor to the river</td>
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<tr>
<td>2.</td>
<td>Create streetscape plan</td>
</tr>
<tr>
<td>3.</td>
<td>Create gateway from the Summit/Broadway intersection</td>
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<tr>
<td>4.</td>
<td>Connect to Transit Area Mixed Use District and Marina Mixed Use District and use a unifying streetscape or theme</td>
</tr>
<tr>
<td>5.</td>
<td>Establish architectural standards</td>
</tr>
<tr>
<td>6.</td>
<td>Encourage infill development</td>
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<tr>
<td>7.</td>
<td>Create building façade improvement program</td>
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<tr>
<td>8.</td>
<td>Create business recruitment materials</td>
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<tr>
<td>9.</td>
<td>Ensure Downtown is the central focus of the City’s Trail/Sidewalk System</td>
</tr>
</tbody>
</table>

**Mixed Use**

Mixed use describes a land development type containing both residential and commercial uses. The mixed use designation reflects a physical and functional integration of its components, which can be provided within a vertical mix of uses into a single mixed-use building, the planned positioning of key plan components around a central public space or land use or through a setting that interconnects uses through pedestrian friendly facilities. The scale of mixed use is highly dependent on the context from a single urban parcel to the redevelopment of a collection of parcels within or adjacent to a developed area.

St. Paul Park’s Land Use Plan includes two mixed use districts. These districts are intended to be places where commercial uses and higher density housing are allowed within the same district. The mixed use areas are intended to be more dense activity centers both focused on important areas of the City which are both desirable places to live and conduct business. One area focuses on the marina and the Mississippi River and the other on the Highway 61 interchange and the planned BRT stop. Both are on either end of the Downtown.
These districts should promote efficient use of land within a compact area to maximize development potential. Developments should be planned carefully to ensure proper natural resource preservation and compatibility with adjacent uses. Architecture shall be of a high quality to minimize any conflicts between the residential and commercial components. Transportation system design shall be a focus, due to the potential of higher volumes of traffic, and shall incorporate good pedestrian and bicycle access.

While vertical mixed uses are preferred, as it is a more efficient use of land, it is realized that some horizontal mixed use may be more feasible in some cases. In either case, the “priority commercial areas” shall always have ground floor commercial uses.

The Marina Mixed Use District is currently in place. Property owners have had difficulty in aggregating enough land to do a development that conforms to the City’s standards. This approach should be revisited to allow for development to happen with smaller pieces to create the larger vision.

Marina Mixed Use

The purpose of the proposed Marina Mixed Use area is to enhance St. Paul Park’s sense of place and create another strong community linkage to the Mississippi River. As stated earlier, this district is intended to be 70% residential and 30% commercial. The residential component is required to have a minimum density of 10 units per acre. The commercial component is anticipated to have a minimum floor area ratio of 26%. This FAR is based on a study of the existing Highway Commercial development in the City. It is the preference of the City, however, that this area would have a similar development pattern to the Downtown with zero lot line commercial buildings with upper floor residential uses. Since the City may also wish to consider horizontal mixed use in this area, the minimum standards are reflective of this.

The Marina District suffers from lower traffic counts than what is commonly found in a commercial area. Therefore, the introduction of the higher density residential component is necessary to assist in building a base of customers. The residential component will also take advantage of the desirable location near the Mississippi River. The low traffic counts could also be assisted by creating a more direct connection to the Downtown. This connection could be made through a unifying streetscape, direct road connection, sidewalks, and trails. Economic development programs may be necessary to make this area a more attractive development site.

Development should preserve the requisite amount of open space, park, and trail amenities. This District is intended to capitalize on the uniqueness of the Mississippi River frontage and therefore preservation of this amenity for public access is important.

The key areas identified for commercial spaces must have ground floor commercial uses, at minimum. Upper
level residential is strongly encouraged for these uses, and in some cases may be required by zoning. Ground floor commercial may be located anywhere in the district. Ground floor residential should only be located in areas that have less access and visibility.

The commercial component could include services for the community such as: medical clinic, offices (i.e., insurance, travel, etc.), community retail (i.e., drug store, deli, bakery, etc.) community services (i.e., bank, day care, etc.) and restaurants. These commercial uses could be mixed both vertically and horizontally with residential uses. A community center and parks and open space could also be located within the Marina Mixed Use area. The community center could include park and recreation facilities, and community gathering space.

**Transit Mixed Use**

The Transit Mixed Use area is in the northeast portion of the City at the Broadway Avenue and Summit Avenue intersections. This is south of the Highway 61 exit to Summit Avenue and the Highway Commercial area adjacent. The Transit Mixed Use is also the area around the planned Red Rock Corridor Bus Rapid Transit (BRT) station. The Mixed Use designation in this area is intended to capitalize on the proximity to both the BRT stop and the highway interchange and to provide a transitional element to the residential areas to the south. This Mixed Use area is also intended to act as an extension of and connection to the City’s Downtown Area.

Washington County recently conducted a small area plan that included this area. The small area plan is incorporated herein. Where there are conflicts between these two documents, deference shall be given to this plan.

The Broadway Avenue portion of this designation is intended to be of a vertical mixed use nature. Street level commercial businesses are appropriate to take advantage of the highway traffic entering the City. The upper levels of these buildings should include either additional commercial space like offices or residential units. The area north of Broadway and south of the Highway Commercial area may be either a horizontal or vertical style based on the context of the property and the compatibility with its environs. The anticipated development mix in this area is half residential and half commercial. Residential components must be 10 units per acre. Commercial uses are anticipated with a 50% floor area ratio. This FAR is similar to that of the developed Downtown area. The commercial uses anticipated for this area are to be similar in nature to that of the Downtown, as well.

The aesthetics of this area is important, as it is a gateway to the entire community. The architectural appearance of this area should be similar in nature to that of the City’s historic Downtown with zero lot line setbacks. Parking should be in the rear to promote a building forward appearance. Pedestrian ways and connections are important in this area.

This area will include a great deal of future redevelopment to be established in its entirety. In the meantime, the non-conforming uses are encouraged to remain until redevelopment is possible. Establishing mixed use in this area may require the use of economic development tools.

Areas along Broadway and Summit Avenues are required to have ground floor commercial uses. Upper level residential uses are strongly encouraged. Areas with limited access or visibility may consider ground floor residential uses.
Mixed Use Land Use Goals, Policies and Implementation Actions

Goals
1. Use the Mixed Use designation to create a sense of place in key areas of the community reflective of the City’s character.
2. Use Mixed Uses to achieve higher densities in environments with more amenities.
3. Allow both commercial and residential development in areas where both will thrive.

Policies
1. Create standards that reflect the form of mixed-use that that fits within the character of the community.
2. Establish standards that may allow for individual parcel infill development or a completely new development area.
3. Provide for opportunities for the use of shared infrastructure and amenities, such as common parking and stormwater management facilities, which can be more cost effective and efficient.
4. Establish connections from the Mixed Use areas to the Downtown.
5. Utilize the Marina Mixed Use designation to provide for a quality environment for housing near the Mississippi River consistent with MRCCA goals as well as creating expanded commercial opportunities near the existing marina.
6. Use the Transit Area Mixed Use designation to transition from the Highway Commercial Area to the Low Density Residential areas of the City.
7. Encourage vertical mixed uses to ensure an efficient use of land.
8. Require priority commercial areas to have ground floor commercial uses.
9. Create a pedestrian friendly environment within the Mixed Use areas.
10. Commercial uses in the Mixed Use areas shall be similar to that of the Downtown.

Implementation Actions
1. Develop specific Mixed Use zoning regulations that allow for smaller site development and specify appropriate uses.
2. Establish architectural standards that reflect the City’s character.
3. Identify corridor connections to the Downtown with unifying streetscapes.
4. Engage in economic development programs to assist in redeveloping sites to meet the goals of this plan.
5. Require pedestrian friendly development in Mixed Use areas.

Transit Oriented Development

The City of St. Paul Park includes a bus rapid transit stop near the intersection of Broadway and Summit Avenues. This is part of the Red Rock Corridor. The City is committed to meeting regional goals regarding development around a transit stop. While this is not a dedicated land use designation, there are still important goals and policies related to transit oriented development that must be addressed.

The Metropolitan Council requires new development within ½ mile of a stop to meet a density standard of 8 units per acre. As proposed, the current future land use plan proposed 9.4 units per acre of new development within this area.
### Table 5. Density of Residential Development within ½ mile of BRT Stop

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Residential Acres (Net)</th>
<th>Units Provided</th>
<th>Density per acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential</td>
<td>1.7</td>
<td>5.0</td>
<td>3.0</td>
</tr>
<tr>
<td>Mixed Use (Residential)</td>
<td>4.0</td>
<td>39.5</td>
<td>10.0</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>13.0</td>
<td>129.9</td>
<td>10.0</td>
</tr>
<tr>
<td>Totals</td>
<td>18.6</td>
<td>174.4</td>
<td>9.4</td>
</tr>
</tbody>
</table>

Washington County has prepared a small area plan for this station area. This plan is incorporated herein. Where there are conflicts, it shall defer to this plan. As the transit station does not have a proposed, dedicated parking lot, it is important to develop an interconnected street network that maximizes pedestrian and bicycle access into this area. Local connectivity for pedestrians and bicycles, along with streetscape design, are important factors for accommodating the proposed housing and job densities. A network of streets that are friendly to all modes with streetscape and street-level design standards or guidelines is preferred in this area and provides the necessary local system of access. Sidewalks, trails, and bicycle facilities are an important part of this local system as transit riders need safe and convenient routes to get to and from transit.

Housing in this area will take the form of a mix of types. The dominant existing type of housing is single family. These neighborhoods will be preserved. New development, as proposed in the land use plan, will introduce mixed uses and higher densities.

New development in this area will take the form of maximizing building frontage on the street. Varied, human-scale building design, including transparent surfaces is encouraged. Landscaping, pedestrian lighting, and sidewalks are also preferred elements. Commercial uses such as industrial or highway oriented commercial uses will not be permitted to be introduced in this area.

#### Transit Oriented Development Goals, Policies and Implementation Actions

**Goals**

1. Meet regional goals for transit oriented development near the proposed bus rapid transit station.
2. Encourage development that meets the goals of the Transit Mixed Use designation and the Washington County small area plan.

**Policies**

1. Develop a walkable street network that maximizes pedestrian and bicycle access and includes facilities for all users.
2. Design a pedestrian-friendly environment and experience near the transit station.
3. Address barriers to private investment by using economic development tools.
4. Allow for mixed use development, as proposed by the Transit Area Mixed Use designation.
5. Maximize building frontage on the street.
6. Ensure appropriate land uses are present in this area.

**Implementation Actions**

1. Review and revise zoning regulations to meet the goals of this plan.
2. Use economic development tools to help establish transit oriented development in this area.
3. Develop a streetscape plan that incorporates the transportation corridors near the transit station.
4. Require the appropriate density of development within this area through proper zoning regulations.
5. Participate in property acquisition, as may be feasible.
Public & Institutional

The public and institutional designation is intended for the continuance of such uses and to correspond with zoning districts specific for these uses. The uses are intended to continue into the future. If any such use were to redevelop, it may redevelop as a Low Density Residential Use and still be considered consistent with this plan. Changing a public or institutional use into another designation would require an amendment to this plan. The uses within this designation include publicly owned schools, city facilities, and the St. Thomas Aquinas cemetery.

Public & Institutional Goals, Policies and Implementation Actions

Goals
1. Preserve land for public functions that corresponds with appropriate zoning designations in a compatible manner with the surrounding area.

Policies
1. Create areas for public functions that are compatible with the vicinity.
2. Allow for redevelopment, when necessary, as single family uses.

Implementation Actions

1. Review zoning regulations for consistency with this plan.
2. Update this plan when reviewing community facility planning.