



**City of North St. Paul
Redevelopment Master Plan Review
Regular Meeting Agenda**

**February 28, 2022
6:30 PM**

The Redevelopment Master Plan Review Meeting will be conducted on **February 28, 2022** at 6:30 p.m. The meeting location is the Sandberg Room at City Hall, located at 2400 Margaret St., North St. Paul.

The Redevelopment Master Plan Review will also be meeting by interactive TV under Minn. Stat. 13D.02. Members of the public are permitted to attend the meeting in person, however, it is encouraged to participate in the meeting remotely. Instructions can be found below.

The **February 28, 2022 Zoom meeting can be accessed via:**

<https://tinyurl.com/NSPMasterplan>

(from a PC, Mac, tablet, iPhone or Android device)

or by phone at 1 301 715 859, webinar ID: 880 5661 7628 Passcode: 732537

The Redevelopment Master Plan Review Zoom meeting will be 'open to the public' to listen in, but will be muted from contributing at all times with the exception of a Public Hearing and open to the public forum.

Please join the meeting early to test your audio and video settings. If you join via a device and your audio is not working, you may need to use the dial-in phone number option in order to be heard.

I. Meeting Minutes

A. 1/31/2022 Meeting Minutes

II. Meeting Open to the Public

III. Commission Business, Action Items & Recommendations

A. Review draft Chapter 4: Redevelopment Master Plan

IV. Adjournment

The next regularly scheduled Redevelopment Master Plan Review meeting is February 28, 2022

CITY OF NORTH ST. PAUL
REDEVELOPMENT MASTER PLAN UPDATE
TASK FORCE
Meeting Minutes
DECEMBER 27, 2021
6:30 PM

North St. Paul City Hall – The Sandberg Room
2400 Margaret Street

Brandy presented the 1st draft of the proposed Redevelopment Master Plan (Chapters 1 – 3)
The Redevelopment Master Plan Review team reviewed and provided their input of the draft.

Chapter 1 – PROJECT BACKGROUND

Introduction

Project Approach

Downtown Redevelopment Study Area ([Figure 1: Study Area](#))

Historical Context

Recent Progress ([Figure 2: Redevelopment Activities since 2012](#))

Planning Framework

Chapter 2 – EXISTING CONDITIONS

Land Use ([Figure 3: Existing land use in the study area](#))

Future Land Use ([Figure 4: Future Land use in the study area](#))

Zoning ([Figure 5: Zoning in the study area](#))

Redevelopment Sites ([Figure 6: Redevelopment Sites](#))

Transportation

Study Area Landowners ([Figure 7: Major Landowners](#))

Market Study

Chapter 3 – VISION & GUIDING PRINCIPLES

Collection of Districts ([Figure 8: Collection of Districts](#))

Discussion:

- Links will be added to the website for the planning documents
- Need to maintain access to parking lots in Seppala
- Living Streets plan – rain gardens
- West End – keep the trees – retain as passive open space / parkland
- West End Employment – re-read the ROW vacation suggestion
- Topography in the area make construction difficult – apartments with underground parking would be appropriate for the West End.
- Name of the areas as Berwald District
- Entira Clinic in the east end of the Core Employment District. Berwald was developer of that site.
- Downtown District – do not require a percentage of the first floor of a property to be retail – don't want to discourage potential development downtown. Consider whether this should continue to be required. Look at case study – Sentinel Project – look at how that strayed from the code so that it could be developed in the manner that it did. PUD worked.
- Need to be flexible with parking
- Look for limitations in the code that might prevent redevelopment – eliminate them. Like parking or height restrictions.
- Parking improvement fund – might be in the comp plan to consider a parking ramp in the future
- City bought the old gas station – it might be NSP's contribution to MnDOT's intersection improvement project at Hwy 36/Century Avenue
- Demonstration bike lane on Margaret Street

Chapter 4: Redevelopment Master Plan

This Redevelopment Master Plan project evaluated and reaffirmed direction from the 2009 redevelopment plan. It aims to build on the momentum and success from the earlier plan by articulating a long-term vision and action strategy for areas where redevelopment has yet to occur with flexibility built-in to allow the city to be nimble and responsive in redevelopment projects.

Redevelopment Districts

The Redevelopment Master Plan for North St. Paul is focused on the seven redevelopment districts identified within the study area: McKnight District, Schifsky's District, Downtown Core, West End, Core Employment District, and Commerce Park. District boundaries are loosely defined based on the character of the area, land uses, urban design relationships, and redevelopment objectives.

Broad goals and specific implementation projects and activities for each district are described in the pages that follow. They are intended to build on the momentum garnered from recent redevelopment activities and to implement the 2040 Comprehensive Plan and other adopted plans. The following is a summary of each district and the goals, strategies, and projects proposed to achieve the vision over the next 10+ years.

[Note: Images contained in this chapter represent examples of character and building form]

MCKNIGHT DISTRICT

The McKnight District is located just south of and highly visible from Highway 36. The east end of the district includes the successful Anchor Block redevelopment projects—Kwik Trip, Extra Space Storage, and Anchor View Apartments.

The west side is presently characterized by aging commercial buildings that are accessed from McKnight Road and Castle Avenue, a frontage road that parallels Highway 36. The North St. Paul-Maplewood-



Oakdale school district bus garage was relocated to this area in 2010. The existing urban form is heavily paved with limited landscaping.

The Urban Ecology Center (UEC) lies to the immediate west of this district. The UEC is a former sod farm that has been reclaimed as a 24-acre wetland restoration project. It contains walking trails, test plots for native vegetation, an observation mound for bird watching, and a series of butterfly gardens. It serves as an educational resource for area residents and schools.

DISTRICT GOAL: Continue the momentum of the Anchor Block redevelopment by leveraging the visibility from Highway 36 and adjacency to the UEC and Gateway Trail.

PROPOSED USES: Education, office, or mixed-use in a campus-like setting.

CHARACTER AND DESIGN:

- Buildings 2-5 stories
- Design sites oriented to the street
- Parking and loaded in the rear; under-ground or building parking should be encouraged.
- Develop landscaped areas, integrate onsite stormwater, promote depaving

STRATEGIES AND PROJECTS:

- Leverage visibility of Highway 36 and adjacency of the Urban Ecology Center and Gateway State Trail.
- Investigate partnerships with the UEC, school district and other agencies to create an educational campus.

Establish a Technical Education Campus

Redevelopment projects in the McKnight District should leverage the adjacency of Urban Ecology Center’s wetland complex and the nearby Gateway State Trail. Partnerships should be investigated with the UEC, school district, and other agencies to establish a trade or vocational campus specializing in urban development issues or sustainable technologies.

Other redevelopment options for this area may include a combination of office, flex, and commercial employment uses, though upper-level residential may be supported if the market demands it. As redevelopment is proposed, sites should be designed to orient the building to the street with parking and loading facilities in the rear. Buildings should be encouraged to be at least two stories in height, though five stories may be permitted under existing regulations. Promote depaving, develop landscaped areas, and integrate onsite stormwater facilities where possible.

SCHIFSKY’S DISTRICT

The Schifsky’s District includes the 7-acre Schifsky site as well as the trailhead to the Gateway State Trail to the east. As noted earlier in this report, T.A. Schifsky & Sons is a business with a long history that is deeply rooted in North St. Paul. This business continues to operate at its original location as an industrial use and is presently understood to meet the needs and demand of the business.

Notably, this area is one of the prime redevelopment parcels in the City of North St. Paul given its size and visible location along Highway 36 and adjacency to the downtown. While this plan does not direct this business, or any others in the downtown, to transition or redevelop, this plan considers the potential future for this site.



DISTRICT GOAL: Long-term redevelopment that captures visibility from Highway 36 and adjacency to the Gateway State Trail.

PROPOSED USES: Light industrial, office, or mixed-use

CHARACTER AND DESIGN:

- Buildings 2-5 stories.
- Design sites oriented to the street.
- Parking and loaded in the rear; under-ground or building parking should be encouraged.
- Connect to Gateway State Trail.
- Develop landscaped areas, integrate onsite stormwater, promote depaving.

STRATEGIES AND PROJECTS:

- Work with the property owner on timing of and type of redevelopment activities at the Schifsky’s site.
- Improve trailhead amenities at Gateway State Trail, such as picnic area, restrooms, public art, and information station.

Long-term Redevelopment

Plan for long-term redevelopment of the Schifsky site but recognize and mitigate the impacts on adjacent land uses in the meantime. Depending on the timing and market demand, a variety of reuse opportunities could occur on this site ranging from new light industrial, office, or mixed-use. Any of the “lighter” or “people-focused” uses, such as restaurants, retail, or residential would benefit from the adjacent Gateway State Trail. The City will work with the property owner on the timing and type of redevelopment proposals for the Schifsky site; however, improvements to the trailhead are proposed for the near term.

Trailhead Improvements

Renovations such as an expanded trailhead building should be explored along with the installation of permanent restroom facilities and kiosks with information about downtown businesses. This location is a prime portal to the community where increased wayfinding and signage from this facility can direct visitors to the downtown.



WEST END MIXED USE DISTRICT

The West End District is presently a mix of service, industrial, and residential uses. The Berwald Investment Company, another longstanding North St. Paul company and landowner, holds approximately 10 acres on the north end of this district. The City of North St. Paul’s public works facility is located here. Newer condos at Penn Place, the Gateway at McKnight townhomes, and a collection of modest, medium-density single-family housing are also located here. This Gateway Trail abuts the north side of the district.

DISTRICT GOAL: Promote the West End as a thriving, mixed-use district with housing focused on the south end along 7th Avenue and mixed and/or employment uses on the north.

PROPOSED USES:

- Mixed-use and/or employment, townhomes, live-work units, and existing single family.

CHARACTER AND SITE DESIGN:

- Buildings 2-5 stories.
- Mixed-use housing should have a strong street presence with parking underground, under-building or in the rear of the unit.
- Connect to Gateway State Trail.
- Develop landscaped areas, integrate onsite stormwater, promote depaving.

STRATEGIES AND PROJECTS:

- Focus redevelopment in two “zones” – one mixed-use or employment focused on the north side, and housing/live-work opportunities on the south end.
- Establish a West End passive park for area residents.



Employment Zone

The Berwald holdings in this district are proposed for employment-focused mixed uses. Presently, existing impervious surfaces cover nearly 100 percent of the non-residential areas of this District. As this area redevelops, reduction of impervious surfaces and screening for incompatible but adjacent uses should be a prime focus. As with other areas, de-paving should be promoted where feasible to support a healthy stormwater system and increase landscaped areas.

Mixed Housing

Per the Comprehensive Plan, the existing single family along 7th Avenue and up Oak Hill Place is pegged for future mixed-use redevelopment. This could occur fully as residential or as a combination of at least 30 percent residential with a commercial uses mixed in.

While the character of existing housing near downtown is in keeping with North St. Paul’s historic, small-town charm, there are opportunities additional townhouses and upscale apartments that may cater to younger demographics and those looking for a more “urban” feel. New townhomes are likely to be rental in the early stages of development but could transition to owner occupied units over time. The general form of these types of units works well for either rental or owner-occupied units.

Live/Work Housing

One additional residential unit type introduced within this plan is the notion of live/work units, where individual owner-occupied units also function as independent storefronts or shop spaces for start-up businesses. These uses were envisioned within the redevelopment of the existing single-family neighborhood to allow for more flexibility of use.



Passive Park for Area Residents

Lastly, an approximately 2-acre strip of land abuts 3rd Street on the west side of this district. The site is wooded and on steep slopes, which make redevelopment costly and less feasible. A small, minimally developed natural park is proposed that would include walking path connectivity to the townhome residences to the west and the neighborhood to the east. A small playground could be included to provide safe and convenient play place for nearby residents.

DOWNTOWN CORE

The Downtown Core is the heart of North St. Paul. It lies along 7th Avenue between Helen and Henry Streets and turns north onto Margaret Street from 7th Avenue to Highway 36. Seventh Avenue is North St. Paul's historic downtown where buildings are 1-2 stories in height, set up to the property line, many of which have historical character with brick facades, awnings, and large display windows.



DISTRICT GOAL: Enhance the historic character and create an inviting, pedestrian-friendly environment where visitors and residents feel encouraged and welcome to linger on the sidewalk, in greenspaces, or wander in and out of shops.

PROPOSED USES:

- Vertically mixed-use development.
- Residential, commercial, service, civic, community gathering spaces, and future parking garage.

CHARACTER AND SITE DESIGN:

- Apply the Downtown Design Manual to facades and streetscape improvements.
- Buildings 2-3 stories.
- Design sites oriented to the street.
- Under-ground or under-building parking is strongly encouraged and may be required based on site specifications.
- Connect to Gateway State Trail.
- Develop landscaped areas, integrate onsite stormwater, promote depaving where appropriate.
- Integrate public art, open spaces, and gathering areas.



STRATEGIES AND PROJECTS:

- Redevelopment activities should focus on creating and retaining retail, restaurants, and services that will serve the growing downtown population.
- Encourage incrementally taller buildings to increase residential density and maintain businesses at street level.
- Support infill development that enhances the historic character to ensure it remains the symbolic heart of Downtown North St. Paul.
- Convert Seppala Boulevard to a pedestrian-friendly, multi-functional corridor while maintaining alley and service functions for 7th Avenue businesses.
- Strengthen the connection from the Gateway Trail to the Downtown Core.
- Residential developments must have adequate parking to support residents; under-ground or building parking is strongly encouraged and may be required based on site specifications.
- Evaluate public parking options and plan for the future development of a public parking garage.

Downtown Infill and Built Form

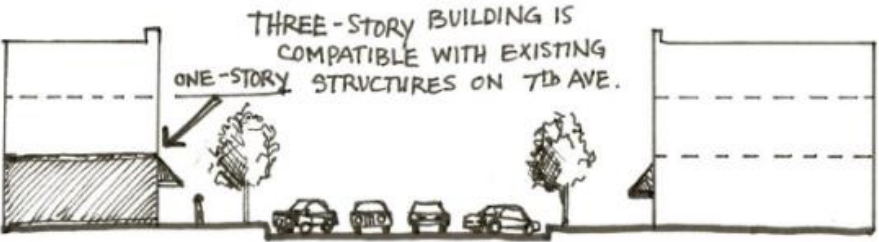
Downtown businesses maintain a competitive advantage by having workers and residents in the immediate surroundings. North St. Paul's residential population has increased in the past ten years, which will soon reach a critical mass to generate new demand for services, such as restaurants, retail, and personal services. Recent additions to the downtown indicate such demand is already occurring, such as Brother's Bistro and Mac's Diner (to open soon in the lower level of the Sentinel Residences). As the downtown continues to see public and private investment, the city can anticipate developers will jockey for opportunities to create more housing followed by more retail and services.

To capture this growth, the incremental upward expansion of buildings along 7th Avenue is encouraged. New construction should, where feasible, provide housing and offices in upper floors and retail and service spaces reserved for street level. The vertical and horizontal mix of uses in downtown buildings provides for vibrancy that attracts visitors day and night.



To maintain the character and historic image of the Downtown Core, new development should adhere to design standards in the Downtown Design Manual, which may be reviewed and amended. Presently, up to four stories is permitted for new mixed-use buildings per zoning; however, the Downtown Design Manual suggests that three story structures are optimal for downtown North St. Paul when considering the height of existing structures and street and sidewalk widths.

Several vacant sites within the Downtown Core present opportunities for infill development on 7th Avenue and Margaret Street. The City and Economic Development Authority should work with



property owners to actively market these sites for redevelopment in addition to vacant buildings and underutilized sites. New construction, infill, and façade renovations should be designed to support a small-town and pedestrian-friendly character while facilitating retail and service business functions.

Seppala Boulevard Conversion

Buildings on the north side of 7th Avenue back up to Seppala Boulevard, the former Twin City Lines streetcar. The streetscape of Seppala is narrow with a 28-foot right-of-way, as such, it presently has the function and feel of an alleyway. Some businesses have taken advantage of the dual frontage and have opened store fronts on both streets Seppala and 7th Avenue. Additional public and private improvements could be implemented to further activate the street and transform Seppala Boulevard to a pedestrian-friendly, multi-functional and aesthetically pleasing street. For example:

- Install features that make people feel welcome such as streetlights, special paving, furnishings, bike racks, planters, and murals.
- Encourage businesses to activate outdoor space with patio seating and sidewalk sales.
- Consolidate trash pick-up so businesses do not have individual dumpsters.
- Encourage other building owners to create rear entrances with façade enhancements such as awnings, display windows.
- Incorporate green infrastructure to handle stormwater.

- Create a pocket park on the ¼-acre city-owned property at the northwest corner of Seppala Boulevard and Margaret Street.

Gateway Trail Enhancements

Margaret Street provides the most direct connection from the Gateway Regional Trail to Downtown Core. This recognizes the significance of the Gateway Regional Trail as an amenity and connector for the community; however, the existing access to the trail from Margaret Street is lackluster visually and difficult due to lack of pedestrian connections. Functional and aesthetic improvements to the trail access are suggested. A thematic gateway should welcome trail users to North St. Paul and direct them to the restaurants and shops along 7th Avenue and Margaret Street. Entry monumentation or artwork combined with an enhanced streetscape along Margaret Street with broad sidewalks and pedestrian features could lead people directly to the downtown.



Future Garage Parking

As residential density increases and intensification of the Downtown Core occurs, additional parking will be needed. Today, multiple, small surface lots and on-street angled parking on 7th Avenue provide adequate visitor parking for downtown businesses. New residential development is required to provide off-street parking for its residents at a rate of two spaces per dwelling. Adhering to this requirement will be necessary in the long term to ensure adequate public parking for those who work and visit the downtown. As a future, long-term solution, a public parking structure with ground floor mixed uses could provide a centralized location for public parking at the core of downtown.



In the short term, existing city-owned surface parking should be reconfigured to improve pedestrian access and safety and to accommodate electric vehicles.

CORE EMPLOYMENT REINVESTMENT DISTRICT

The core employment reinvestment district is divided into an east and west side. The west side presently has an office park or campus-feel with the two large structures that are presently used for academic purposes: Lionsgate Academy and North Metro Flex Academy. At present, the building uses are

mismatched to the amount of surface parking on the site. Reevaluation of the building and parking capacities may yield redevelopment or reuse opportunities. The east core employment reinvestment area is presently characterized by industrial buildings and uses, some of which have been expanded over time to create structures that may be challenging for reuse should existing businesses ever decide to relocate. Berwald’s historic brick manufacturing building is also located on the site and has been converted to a multi-tenant office building. Additionally, Berwald’s large outdoor storage area occupies about half of a city block, which presents a prime opportunity for reinvestment.

DISTRICT GOAL: Leverage North St. Paul’s increasingly rare ability to offer light industrial land in that is relatively central to the regional work force and highly visible and accessible to Highway 36.

PROPOSED USES:

- Light assembly, medical office, professional office.

CHARACTER AND SITE DESIGN:

- Buildings 2-5 stories.
- Parking and loaded in the rear; under-ground or building parking should be encouraged.
- Connect to Gateway State Trail.
- Develop landscaped areas, integrate onsite stormwater, promote depaving.

STRATEGIES:

- Reinvigorate this district as North St. Paul’s premiere employment district.
- Reinvest and adaptive reuse of Berwald Roofing holdings.

Employment-Focused Reinvestment and Adaptive Reuse

Office showrooms, manufacturing spaces, and household-serving businesses are anticipated for the Core Employment District. Office showroom buildings offer relatively small spaces (e.g., 2,000–5,000 sq. ft.) for tenants seeking inexpensive office space. These spaces represent a “higher-end” industrial property with higher levels of finish than other types and would face ample competition from locations in communities such as Oakdale, Shoreview, and Woodbury. Nonetheless, this type of development could be feasible in North St. Paul. Household serving business that engage in a broad range of industries encompassing legal services, financial services, insurance, real estate, design, and physical and mental health providers, but serve individual consumers rather than corporate clientele. Medical office is also anticipated as a redevelopment focus on the existing Berwald Roofing site in concert with the existing medical office / clinic site immediately to the north over the long-term.

COMMERCE PARK DISTRICT

Commerce Park represents both the terminus of the downtown as well as an entry to the City of North St. Paul. As a major gateway for visitors entering from Highway 36, it is essential that this area impart a welcoming entry to the downtown business district.

Commerce Park is on east side of the study area lying between 7th Avenue to Highway 36 and Henry Street to Division Street. Highway 36 serves as a gateway to North St. Paul; and Commerce Park is a gateway to the downtown. This area is currently characterized by a mix of suburban development, auto-

oriented businesses, new multifamily residential, vacant parcels, and two single family homes. This is an area in transition. In addition to the recent construction of Suite Living senior housing, investments have been made in several businesses, and two sites have been cleared to make way for redevelopment opportunities. Some of the parcels in this district are presently vacant or underutilized.

DISTRICT GOAL: Reposition this district as a contemporary retail and service node.

PROPOSED USES:

- A mix of convenience restaurants, service, office, civic and nonprofits.

CHARACTER AND SITE DESIGN:

- Buildings 1-3 stories.
- Design sites oriented to the street.
- Parking and loaded in the rear; under-ground or building parking should be encouraged.
- Connect to Gateway State Trail.
- Develop landscaped areas, integrate onsite stormwater, promote depaving.

STRATEGIES AND PROJECTS:

- Redevelop the Commerce Park area with a mix of community-serving commercial, office, convenience and light industrial uses.
- Given visibility and “gateway to the city,” utilize high quality building materials on sites along the perimeter of the district.
- Reposition the Burger King building to take advantage of cycling traffic from the Gateway Trail.



Century Avenue as Community Gateway

The functional and aesthetic design Century Avenue are important aspects for redevelopment planning and directing patrons to downtown North St. Paul. Combining multi-modal transportation and transit facilities such as park and rides, bus shelters, and trails should be integral to the future planning for this important corridor.

Aesthetically, these corridors should provide appropriately scaled lighting and pedestrian amenities, balanced with the heavy traffic volumes on the roadway. Intersection crossings must be designed safely with controlled, signalized intersections or round-a-bouts, as is suggested at 7th Avenue, South Avenue, and 3rd Street.

Gateway State Trail Connections

The existing owners of the Burger King have expressed interest in repositioning their building to better take advantage of cycling trac along the Gateway Trail, and it should be a priority to integrate all stakeholders in this area as redevelopment occurs. Increased connectivity with the trail at the terminus of Henry Street is also suggested where a potential “lunch-time” park or plaza space could be integrated with redevelopment projects near the trail.

AREA-WIDE RECOMMENDATIONS

The foundation of this Redevelopment Master Plan lies with creating a downtown and economic environment that realizes the vision: **Identity, Image, Enduring, and Quality of Life.**

AREA WIDE STRATEGIES AND PROJECTS:

To achieve the vision, this plan focuses redevelopment activities by district, discussed in the following pages. Some activities and strategies can be implemented area wide. These include:

- Foster the creation of public art.
- Invest in outdoor public realm enhancements.
- Improve wayfinding signage to the downtown.
- Stormwater treatment as an amenity.
- Vacate unused right-of-way to enhance redevelopment opportunities.
- Under-ground or building parking should be encouraged.

Encourage Public Art

One of the many recommendations from the 2009 redevelopment master plan was to create new landmarks and gateways to better signal the arrival into downtown. This plan supports this general idea but expands on it to encourage the creation of public art in North St. Paul. Presently, the City is known for its iconic snowman that sits in the study area next to the Gateway State Trail at Margaret Street. This plan suggest that the City support the newly formed Arts Commission and encourage the creation of public art, especially at key gateway locations within the study area.

Invest in Outdoor Public Realm Enhancements

The 2040 Comprehensive Plan recommends that the City establish and implement a Downtown Improvement Plan that enhances the character of the downtown as a distinctive place that embodies the heritage of the community. This plan suggests several categories of improvements that could feed into or be completed in lieu of a larger planning document.



- Enhance the appearance of streets through boulevard landscaping, careful placement of necessary signs, underground utilities when improvements are made and by providing decorative streetlights.
- Bury utilities when street reconstruction occurs.
- Create public gathering spaces into new development opportunities as they arise.
- Provide enhanced wayfinding and signage for visitors arriving via Highway 36 and the Gateway Trail into the heart of downtown.

Wayfinding

A well-designed and executed wayfinding system will not only eliminate directional guesswork, but it can also encourage those walking or on bikes to explore new areas they were not aware of previously. A professionally planned and designed wayfinding system will improve navigation for pedestrians, trail users, vehicles traveling in and through the downtown. Wayfinding signs communicate that many destinations are within walking or biking distance. An effective wayfinding system can be cost-effective way to improve use and visibility of the Gateway State Trail.



Stormwater Treatment as an Amenity

Strategic locations for both on-site stormwater features and larger, sub-district stormwater basins provide yet another opportunity to strengthen open space in the district. The combination of the bio-filtration swales and a collection of stormwater ponds along the new entry parkway to downtown provide a tremendous opportunity to create an iconic and welcoming connection to the downtown showcasing creative and attractive stormwater treatment techniques such as tree trenches, bioswales and rainwater gardens.

Vacate Right-of-Way to Facilitate Parcel Consolidation

Platted parcels no longer reflect ownership as land development has occurred over the years which resulted in misalignments of buildings and parcel boundaries. In addition, street patterns have changed over the years which has created a dead ends and instances where development has occurred over top

of alley right-of-way. To assist in land consolidation efforts, the city should consider vacating unused alley and street right-of-way to enhance redevelopment opportunities.

TRANSPORTATION PLAN

A key transportation goal for this is to strive to increase opportunities for bicycling and walking to and through the downtown and reduce vehicular demand on city streets roads for local trips. This plan also integrates planned transportation improvements as detailed in the 2040 Comprehensive Plan, the 7th Avenue Urban Design Plan, Living Streets Plan, MnDOT's Highway 36 and Highway 120 Corridor Studies.

STRATEGIES AND PROJECTS:

- Improve bike and pedestrian connections to and through the study area.
- Continue 7th Avenue and Margaret Street reconstruction.
- Construct a five-point roundabout at 7th Avenue, South Avenue, and 3rd Street.
- Interchange at Highway 36 and Century Avenue.

7th Avenue and Margaret Reconstruction

North St. Paul has been implementing the 7th Avenue Urban Design Plan in recent years to improve the streetscape and pavement of 7th Avenue. The new construction and design have enhanced the functional and aesthetic character of the road or facility. The City will include roundabout at the 7th Avenue, South Avenue, and 3rd Street intersection. Two options are proposed for the design of which require varying levels of right-of-way acquisition. The City should work to acquire property within the footprint of the proposed roundabouts, where possible.



Sidewalks and Trails

Establishing a walkable downtown with bike-friendly amenities is a high priority for the City. This plan proposes the establishment of multimodal trails on the east side of McKnight Road and west side of Century Avenue to connect to regional trail networks and implement the Living Streets and Comprehensive Plans.

This plan promotes that all sidewalks are consistent and continuous in the downtown. Sidewalk gaps should be filled where possible when reconstruction occurs. Sidewalk infill is planned as 7th Avenue and Margaret Street is reconstructed through the downtown, sidewalks.

Highway 36 and Century Avenue Interchange

MnDOT is studying the transition to an at-grade intersection at Highway 36 and Century Avenue in North St. Paul. The configuration and timing of the future interchange is yet to be determined; however, the City has acquired a 0.6-acre parcel at the southwest corner of the intersection in anticipation of future right-of-way needs.

This City should partner with MnDOT, neighboring City of Oakdale, and the Ramsey and Washington County Transportation Departments on the timing, funding, and preferred configuration of this interchange.

In addition to improvements to Century Avenue/Highway 120, MnDOT is partnering with Metro Transit on options to establish arterial bus rapid transit (aBRT) on this corridor in the future.

INFRASTRUCTURE

Infrastructure goals for this Redevelopment Master Plan consider recent system plans and studies completed for the city and build on the 2040 Comprehensive Plan recommendations.

Sanitary Sewer

The sanitary sewer system was evaluated based on wastewater flow data from the 2040 Comprehensive Plan. The plan indicates that the downstream 18-inch, 21-inch, and 24-inch trunk sewer mains have sufficient residual capacity to convey wastewater within the study area. However, wastewater flows vary annually and seasonally depending on climate conditions and customer water usage patterns. Therefore, prior to any specific development, a detailed evaluation of the existing wastewater system should be completed to re-evaluate the residual capacity of the sewer trunks. Detailed evaluations include conducting flow monitoring or performing infiltration and inflow (I/I) assessments to verify sewer age and condition.

The existing sanitary sewer system provides sewer access to all parcels through public sanitary sewers constructed in easements and street/alleyway right-of-way. In evaluating the sanitary sewer system, the following was assumed:

- Existing sanitary sewers will remain in place at their current location.
- Any sewer relocation costs resulting from redevelopment should be incurred by the developer.
- Sewer services will be extended from properties to the main at the cost of the developer.

Water System

Evaluation results from the City's Water Storage Siting Study indicated the following:

- Inadequate water storage capacity (condition existing prior to development).
- Some areas near along 7th Avenue East have inadequate available fire flow capacity. Fire flow requirements were based on the International Building Code (IBC), upon which the Minnesota State Plumbing Code is based.

The City's Water Storage Siting Study completed in 2020 indicated water storage capacity does not currently meet industry-standard recommended storage volumes. Storage capacity was calculated using the City's water consumption data and an available fire flow of 3,500 gallon per minute for 3 hours

(540,000 gallons). Under normal operating conditions, the City's ample well supply capacity can compensate the minimal storage capacity. However, the existing wells may be unable to meet water demands and maintain adequate storage if an emergency event were to occur (large fire, severe drought, large watermain break, etc.). Therefore, it is recommended to increase the City's water storage capacity as soon as possible to meet industry-standard recommended storage volumes.

Water demands can vary significantly depending upon climate conditions and customer water usage patterns. For that reason, a detailed evaluation of the water demands, and condition of existing water mains should be completed prior to any specific development.

The existing water system provides water access to all parcels through public water mains in the master plan area constructed in easements and street/alleyway right-of-way. The following was assumed:

- Existing water mains will remain in place at their current location.
- Any water main relocation costs resulting from redevelopment should be incurred by the developer.
- Water services will be extended from properties to the main at the cost of the developer including adequate sizing for sprinkler systems.

The following projects should be completed in the 2022-2030 timeframe:

- Construction of a 0.75-million-gallon composite water tower in tower park.
- Removal of the existing 0.30-million-gallon Water Tower 1 in tower park.
- 12-inch water main along DNR trail, connecting existing 12-inch main from 2nd Street to existing 8-inch main on McKnight (cost includes surface restoration, it is a new water main location)
- 30' wide easement along DNR trail for 12-inch water main parallel to existing sewer main
- 8-inch water main upsize for re protection improvement in Commerce Park commercial district area (no surface restoration included)

Ongoing projects:

- Replace cast iron pipe with PVC pipe as utility projects take place. At a minimum upsize 6-inch watermain to 8-inch watermain as utility projects take place.

Stormwater System

There are issues and opportunities for stormwater management in the study area. There are some areas of historic flooding in the study area. Some of these problems have been partially alleviated through the construction of the Helen Street Pond; however, some localized flood issues remain within the study area.

As the study area redevelops, projects will be required to adhere to Ramsey-Washington Metro Watershed District (RWMWD) rules. Any site that is one acre or larger shall implement stormwater infiltration, or filtration where infiltration is infeasible, best management practices (BMPs) with treatment volumes equivalent to 1.1" of runoff from new or reconstructed impervious surfaces. This requirement is not unique to the study area and is like other watershed district rules throughout the Twin Cities metropolitan area.

Soil conditions and high groundwater tables in the study area make infiltration generally infeasible. For this reason, both surface and subsurface filtration BMPs have typically been favored. In fact, there are several successful installations of both on redeveloped parcels throughout the study area.

To put this in a numeric perspective, redevelopment sites can expect to dedicate at most 15% of the site to a surface filtration BMP, which can cost \$5 to \$7 per cubic foot of BMP volume required. If subsurface filtration BMPs are selected, total construction costs can be expected to range from \$10 to \$15 per cubic foot of BMP volume required and require an underground footprint of 5 to 10%. In industrial, commercial, or multifamily residential projects, there is typically sufficient footprint beneath the parking lot and green space to accommodate subsurface systems.

In the decision to select either a surface or subsurface BMP, maintenance costs must also be considered as, like other watershed districts, RWMWD requires operations and maintenance agreements. Surface filtration BMPs are generally more expensive to maintain but require much less frequent maintenance than do subsurface BMPs.

Where storm sewer tie-in grades and the other limiting factors listed previously do not allow for either surface or subsurface infiltration or filtration BMPs, RWMWD provides for an alternative means of compliance through payment into its Stormwater Impact Fund. The current cost is \$75,000 per acre of impervious acre.

ENERGY

Energy goals for this Redevelopment Master Plan consider how to redevelopment actions can minimize energy consumption and maximize efficiency.

Solar Power

Where possible, new development should orient buildings to take advantage of solar heat gain and look to incorporate solar hot water heating and photovoltaic (PV) panels for additional energy generation. Existing buildings with nearly flat roofs should evaluate installing a rooftop solar array with any roof replacement. If bi-facial PV solar panels are used, roofing material with a high albedo value should be considered. Low heating water accounts for roughly 10 percent of the energy needs for a typical home, and solar energy can satisfy a significant portion of the energy demand in the district. If on-site PV solar is not feasible, off-site solar subscriptions or credits can be considered.

Wind Power

North St. Paul should continue to develop small-scale wind generation facilities, particularly along the Highway 36 and Gateway Trail corridors. The existing wind turbine at the public works facility already serves as an icon for the community, and other locations more industrial areas of the study area should be explored. One potential opportunity is to utilize smaller, helical wind turbines that work more efficiently within an urban environment. Appropriately placed throughout the community, these turbines—ranging in 30-50 feet in height—could provide iconic wayfinding in addition to a renewable energy resource. Utility scale wind generation is not feasible in an urban environment due to the noise, light flicker and ice throw nuisances created.

Geothermal

An additional opportunity to integrate sustainable energy production in the district comes from the use of geothermal heating and cooling technologies. Geothermal heating and cooling coils could be installed below surface parking lots in a horizontal application and where space is limited, vertical wells could be drilled to achieve the same effects.

Cold Climate Air-Source Heat Pumps

Cold-climate heat pumps (CCHPs) are the latest evolution in efficient air-source heat pump design. Thanks to an inverter—or variable speed drive—compressor design, these heat pumps achieve high levels of efficiency even during the winter season. And just like other heat pumps, a CCHP doubles as a cooling system during the summer season.

Electric Vehicles (EV)

Demand for electric vehicles (EV) is increasing as fuel costs rise and the impacts of carbon dioxide emissions on climate change continue to be a grave concern. More and more electric vehicles are on the roads now than ever and the demand is only projected to rise in the coming years. The City has demonstrated leadership and a strong desire to provide public electric vehicle options in the City. For example, in addition to resurfacing, updates to the municipal lot south of 7th Avenue include plans to install EV charging stations. In addition to public options, the City should consider policy or regulatory requirements for the installation of EV charging stations for private development projects.

The City should evaluate three factors to provide effective EV charging opportunities throughout the redevelopment area:

- Funding sources and grant opportunities for the purchase of EV charging stations.
- Determine appropriate standards for EV charging station location and consider regulations that would require the installation of EV charging stations with redevelopment.
- Consider third-party payment systems to allow for EV charging stations to function likely may urban semi-automated parking meter systems.

LEGEND

- Project Boundary
- Completed Reconstruction
- 2022 Street Reconstruction
- Future Street Reconstruction
- Seppala Improvements
- Existing Multiuse Trail
- Proposed Multiuse Trail
- Existing Sidewalk
- Sidewalk Infill
- New R.O.W.
- Proposed aBRT Corridor
- Proposed Roundabout



Proposed Roundabout

Urban Ecology and Environmental Learning Center

North High School

