
SAINT PAUL PORT AUTHORITY

245 MARYLAND AVENUE REDEVELOPMENT PLAN

DRAFT REPORT AS OF OCTOBER 7, 2025



Saint Paul
PORT AUTHORITY



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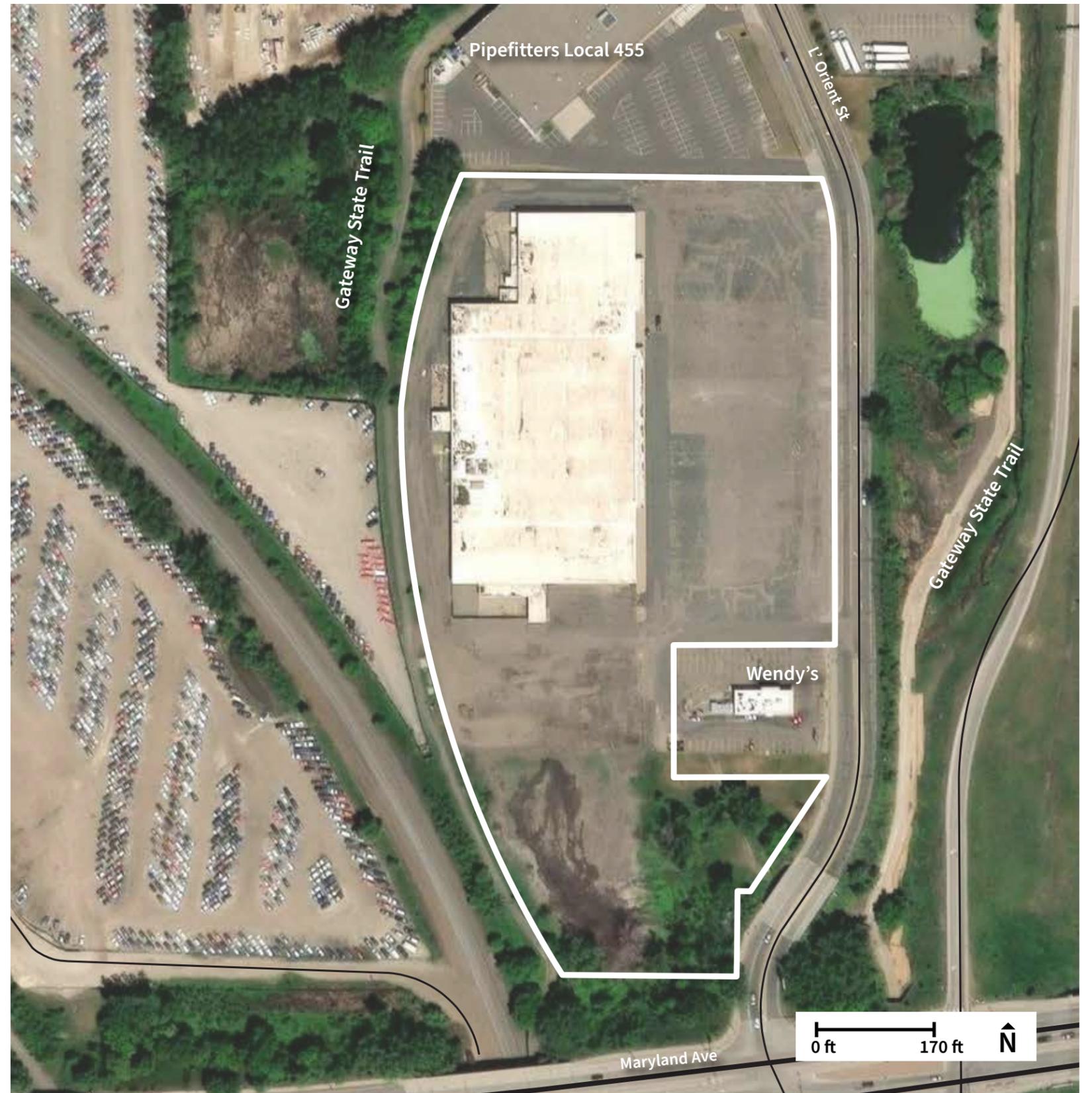
EXISTING CONDITIONS

1 | THE SITE

THE SITE

Quick Facts

Site Size	9.9 acres
Current Zoning	B-2 Community Business
Former Use	Industrial / Retail
Build Year	1972 (age 53 years)
Market Value	\$4.46 million
Site Access	Access to CR 31 / Maryland Ave to the south, I-35 to the east, Gateway State Trail to the east and west, route 68 transit stops on L'Orient St and Maryland Ave.



2 | LAND USE CONTROLS AND POLICIES

PREDOMINANT ZONING DISTRICTS APPLIED

Industrial zoning

I1 Light Industrial.

The I1 light industrial district is intended to accommodate wholesale, warehouse, and industrial operations whose external physical effects are restricted to the area of the district and in no manner affect surrounding districts in a detrimental way. The I1 district is intended to permit, along with other specified uses, the manufacturing, compounding, processing, packaging, assembly, or treatment of finished or semifinished products from previously prepared material.

I2 General Industrial.

The I2 general industrial district is intended primarily for manufacturing, assembling and fabrication activities, including large scale or specialized industrial operations whose external effects will be felt in surrounding districts. The I2 district is intended to permit the manufacturing, processing and compounding of semifinished products from raw material and prepared material. The processing of raw material in bulk form to be used in an industrial operation is a permitted use in the I2 district.

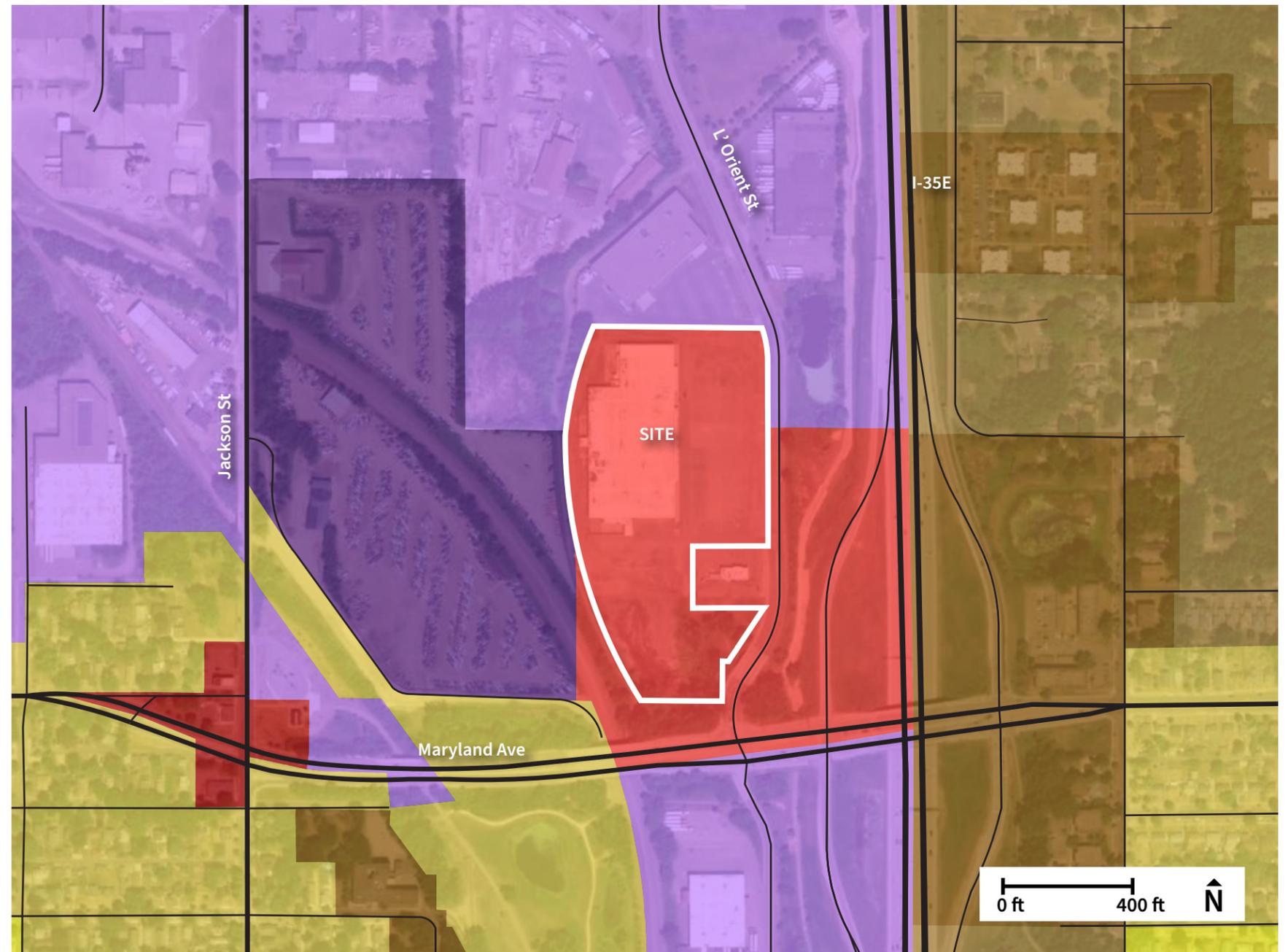
Commercial zoning

B2 Community Business.

The B2 community business district is intended to serve the needs of a consumer population larger than that served by the “local business district,” and is generally characterized by a cluster of establishments generating large volumes of vehicular and pedestrian traffic.

B3 General Business.

The B3 general business district is intended to provide sites for more diversified types of businesses than those in the B1 and B2 business districts, and is intended for use along major traffic arteries or adjacent to community business districts.



FUTURE LAND USE GUIDANCE

Industrial

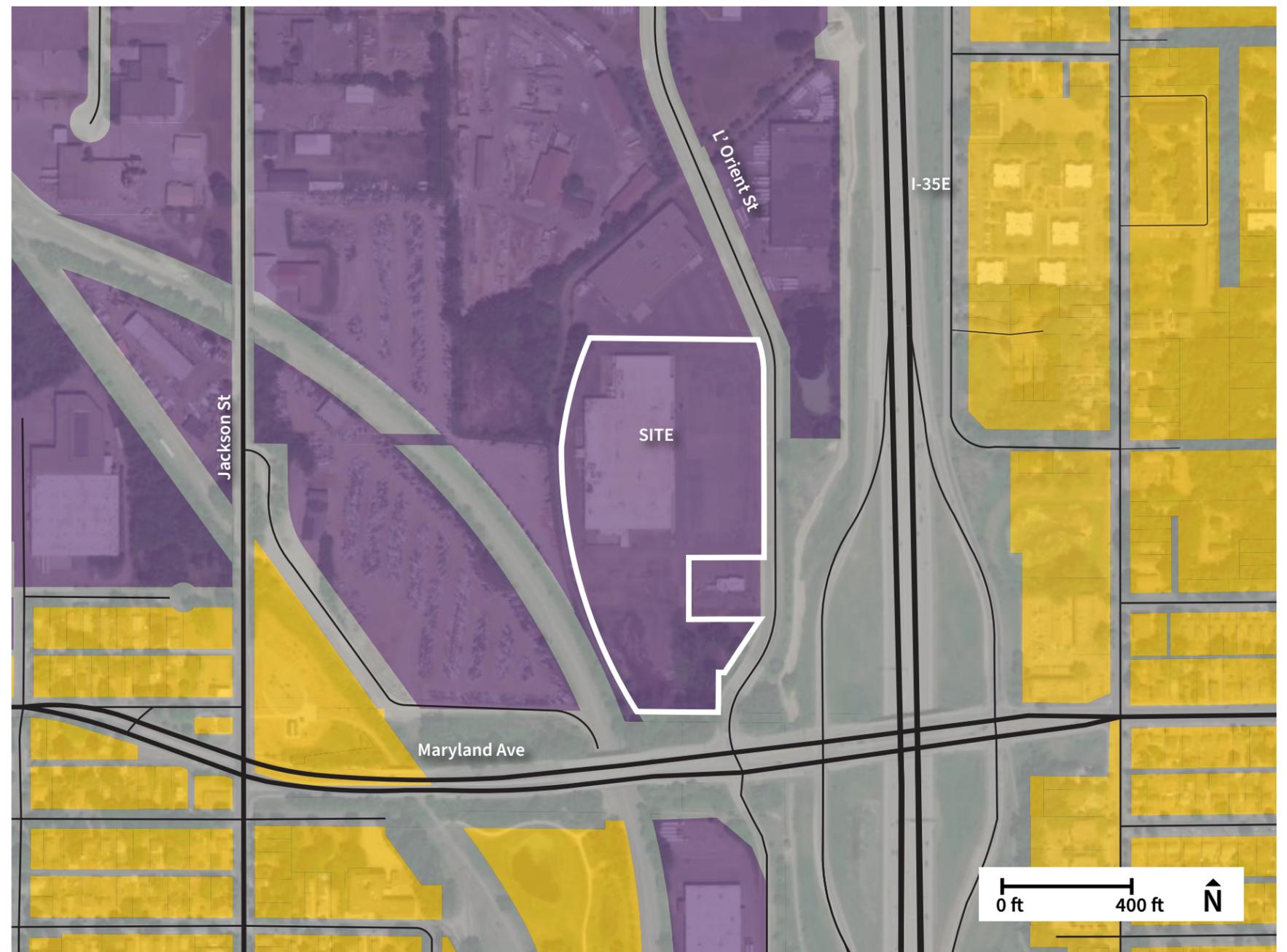
Industrial land uses are a major source for employment in Saint Paul and are a significant net positive payer of property taxes, relative to the City services consumed. They have traditionally been defined as manufacturing, processing, warehousing, transportation of goods and utilities. More contemporary uses, driven by technological advances, include medical tech and limited production and processing.

Urban neighborhoods

Urban Neighborhoods are primarily residential areas with a range of housing types. Single-family homes and duplexes are most common, although multi-family housing predominates along arterial and collector streets, particularly those with transit. Multi-family housing, schools, neighborhood parks, religious institutions and cemeteries may also be scattered throughout Urban Neighborhoods. Limited neighborhood serving commercial may also be present, typically at intersections of arterial and/or collector streets.

Transportation

Saint Paul is a city with a rich infrastructure of multi-modal transportation systems. The Transportation land use category includes streets, walking and biking pathways, light rail and bus rapid transit routes, highways, railroads, the Mississippi River and the Saint Paul Downtown Airport.



Urban Neighborhood Industrial Transportation

RAMSEY COUNTY EQUITABLE DEVELOPMENT FRAMEWORK (2023)

Goals

- i. Cultivating economic prosperity and invest in neighborhoods with social vulnerability through proactive leadership and inclusive initiatives that engage all communities in decisions about our future.
- ii. Enhancing access to opportunity and mobility for all residents and businesses through connections to education, employment and economic development throughout our region.
- iii. Fostering strong communities and people by recognizing and building on racially and ethnically diverse communities' existing capacity for self-determination, and anticipating and preventing displacement of vulnerable residents, businesses, and community organizations.
- iv. Increasing opportunities for low-income households of color to live in all neighborhoods, with access to home ownership and rental opportunities.
- v. Fostering places that are healthy, vibrant, and resilient.

Relevant Development Principles

1. **Equitable Community Engagement & Alignment** ensures that vulnerable populations within Ramsey County, especially low-wealth residents, Black, American Indian, Latino, and Asian, neighborhood groups, community organizations, people living with disabilities, immigrants, and small businesses are centered in the project. These guiding questions can inform internal evaluation decisions.
2. **Equitable Land Use and Design** ensures that the vision and implementation of a plan or a project prioritizes promoting people's health, well-being and prosperity; prevents displacement of the current residents; and benefits all residents.
3. **Equitable Transportation** assures that development integrates transit and bike/pedestrian friendly land use practices to enhance healthy living within low-income communities and communities of color.
4. **Equitable Economic Development** assures that policies and programs associated with a plan or development prioritize equitable, sustainable wealth creation and high-quality job opportunities that prevent displacement of residents and small businesses from low-income communities and communities of color.

RAMSEY COUNTY ECONOMIC COMPETITIVENESS PLAN (2021)

Goals

- i. Cultivate economic prosperity and invest in neighborhoods with concentrated financial poverty
- ii. Enhance access to opportunity and mobility for all residents and businesses

Relevant Strategies

- **Foster inclusive economic development within county transit and key commercial corridors.**
 - Develop an equitable development framework to pursue the redevelopment of underutilized publicly owned land near transit and key commercial corridors for affordable housing and community-serving needs.
- **Attract and grow high-wage industry and innovation: technology, advanced manufacturing, and life sciences.**
 - Expand business support network to advance entrepreneurial activity and offerings for growing immigrant communities.
 - Map the ecosystem of business technical assistance, space, and capital in the county for startups in biotech and advanced manufacturing industries.
- **Strengthen business retention and expansion infrastructure to support communities**
 - Invest in and advocate for small business organizations and ethnic and place-based CDFIs to ensure ample capital lending, infrastructure, and resource availability.

RAMSEY COUNTY STRATEGIC PLAN (2020)

Ramsey County will build and implement strategies that advance economic competitiveness and inclusiveness creating greater prosperity and opportunity for all.

Racial disparities in employment, educational attainment, income and housing currently hold Ramsey County residents back in the regional economy. Full participation by all residents will create wealth, expand the talent pool and increase wellbeing. Residents' incomes must grow through living wage jobs and stable employment. Ramsey County will focus on four cross-sector workgroups:

1. **Housing Development and Affordability,**
2. **Community Investment and Wealth Building,**
3. **Jobs and Industry Growth, and**
4. **Strengthening Place-Based Assets, including transit and commercial corridors.**

NORTH END DISTRICT 6 PLAN (2016)

Relevant Objectives and Strategies

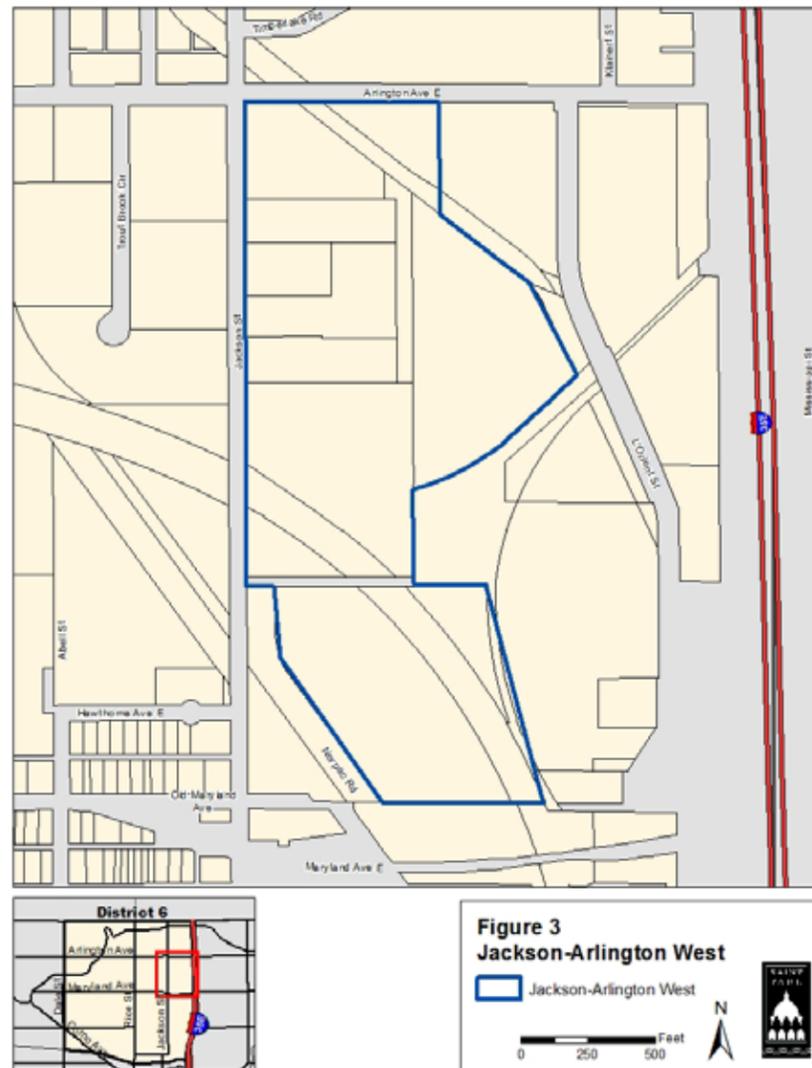
Land Use

Historic industrial areas of the Great Northern Corridor and Jackson-Arlington will remain vital, home to strong businesses that provide well-paying jobs for residents of the community. Industrial areas will be more compatible with nearby residential neighborhoods. Commercial areas will continue to provide goods and services for residents of the surrounding community.

LU 3 Redevelopment of the Jackson-Arlington industrial area.

The Jackson-Arlington Small Area Plan, adopted in 1991, envisioned a business center in the area generally bounded by Arlington on the north, Jackson on the west, Maryland on the south, and Interstate 35E on the east. The St. Paul Port Authority developed the eastern portion of the area in the mid-1990s; redevelopment of the western portion would complete the phased development envisioned in the 1991 plan.

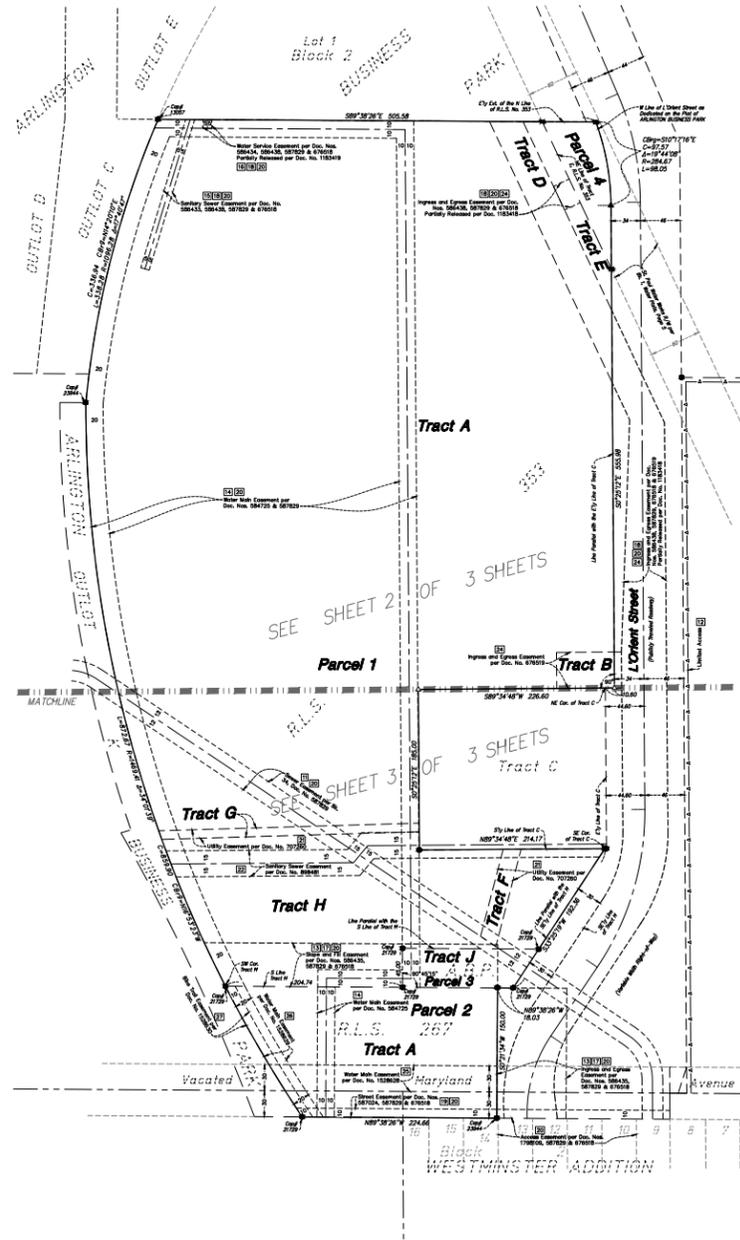
- a. LU3.1 Redevelop the western portion of the Jackson-Arlington area as a business center with light industrial and office-service uses.
- b. LU3.2 Complete soils studies on both the natural characteristics (for building purposes) and the chemical characteristics (hazardous waste possibility) of soils in the study area; facilitate the remediation of contamination.
- c. LU3.3 Prepare a stormwater management plan utilizing best practices for the development of the western portion of Jackson-Arlington.
- d. LU3.4 Prepare a plan for design and construction of local streets required for development of western portion of Jackson-Arlington.
- e. LU3.5 Facilitate redevelopment of the western portion of the Jackson-Arlington area to be compatible with the construction and use of Trout Brook Trail, Trout Brook Nature Sanctuary and trailhead facilities, as described in the Trout Brook Regional Trail Master Plan for these park facilities, as well as any potential rerouting of the Gateway Trail. Coordinate development of trail and sanctuary planning with agencies and abutting landowners.



3 | UTILITIES

UTILITIES - WATER

This site is served by a 12" watermain extending from a 20" trunk line that runs east-west along the south property line of the site. The existing 12" watermain loops around/through the site within an easement along the western lot line and continues along the northern lot line before running south through the middle of the site within a watermain easement.



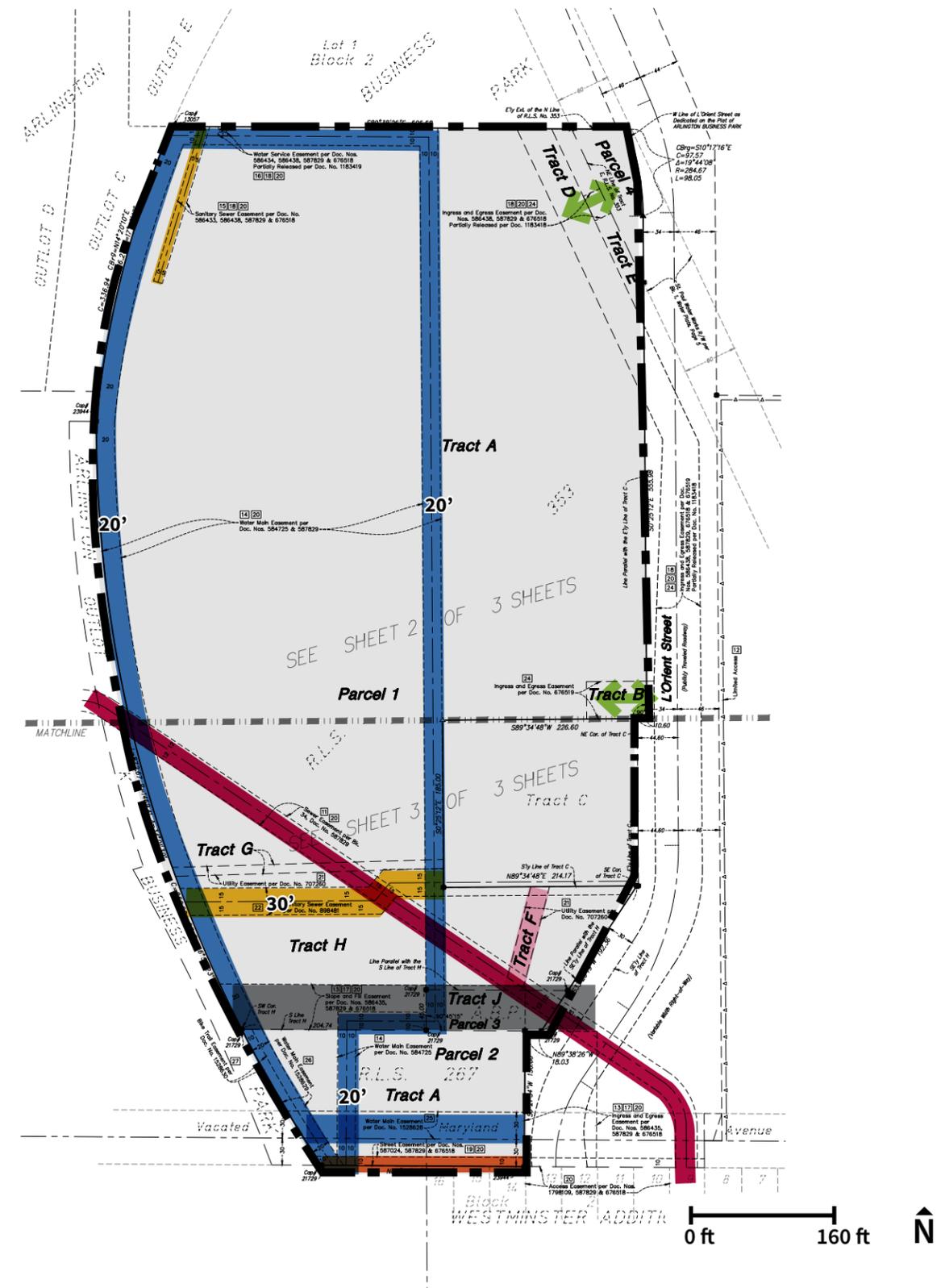
Water Main Valve Hydrant

4 | UTILITIES

SITE EASEMENTS

This site has several easements along its perimeter and within, serving the existing building. In addition, the Trout Brook Interceptor runs diagonally through the site in a 24' easement.

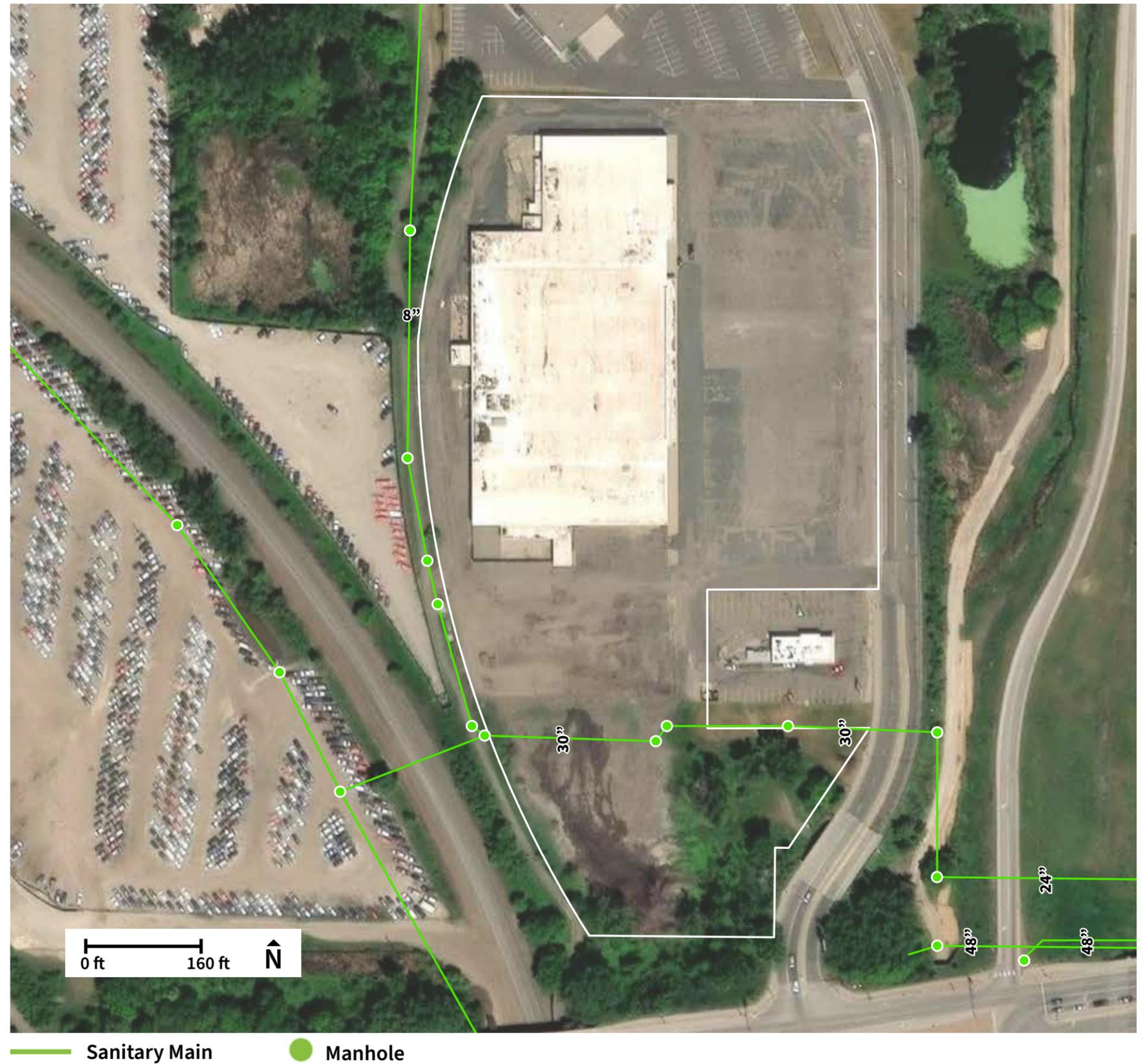
-  Access Easements
-  Sanitary Sewer Easements
-  Street Easements
-  Water Main Easements
-  Slope and Fill Easements
-  Utility Easements
-  Trout Brook Interceptor



UTILITIES - SANITARY

Summary

This site is served by a 30" trunk sewer line running east-west within a utility easement in the south half of the site. According to the Alta survey completed by Loucks in December 2024, an 8" local collector flows along the west side of the existing building, into the site from the north and discharges into the 30 trunk line. The northern approximately 180' of the sanitary sewer line is within an easement before extending to the adjacent parcel to the north.



UTILITIES - STORMWATER

Site Drainage Overview

Redevelopment at 245 Maryland (former Kmart site) has the potential for numerous benefits related to local and regional stormwater management and environmental protection.

The site is situated within Capital Regional Watershed District (CRWD) and the Trout Brook subwatershed. CRWD has invested in regional assessment of the subwatershed including:

- Stormwater management and flood control;
- Adjacent wetland enhancements;
- Water quality and flood control improvements;
- Enhancements to the Trout Brook channel; and
- Protection of the Trout Brook Interceptor (TBI).

The Trout Brook channel enters the TBI just south of Arlington Avenue and serves approximately 8,000 acres of urban development. Ultimately, the TBI crosses the south side of the 245 Maryland site and is confined in a drainage and utility easement managed by CRWD.

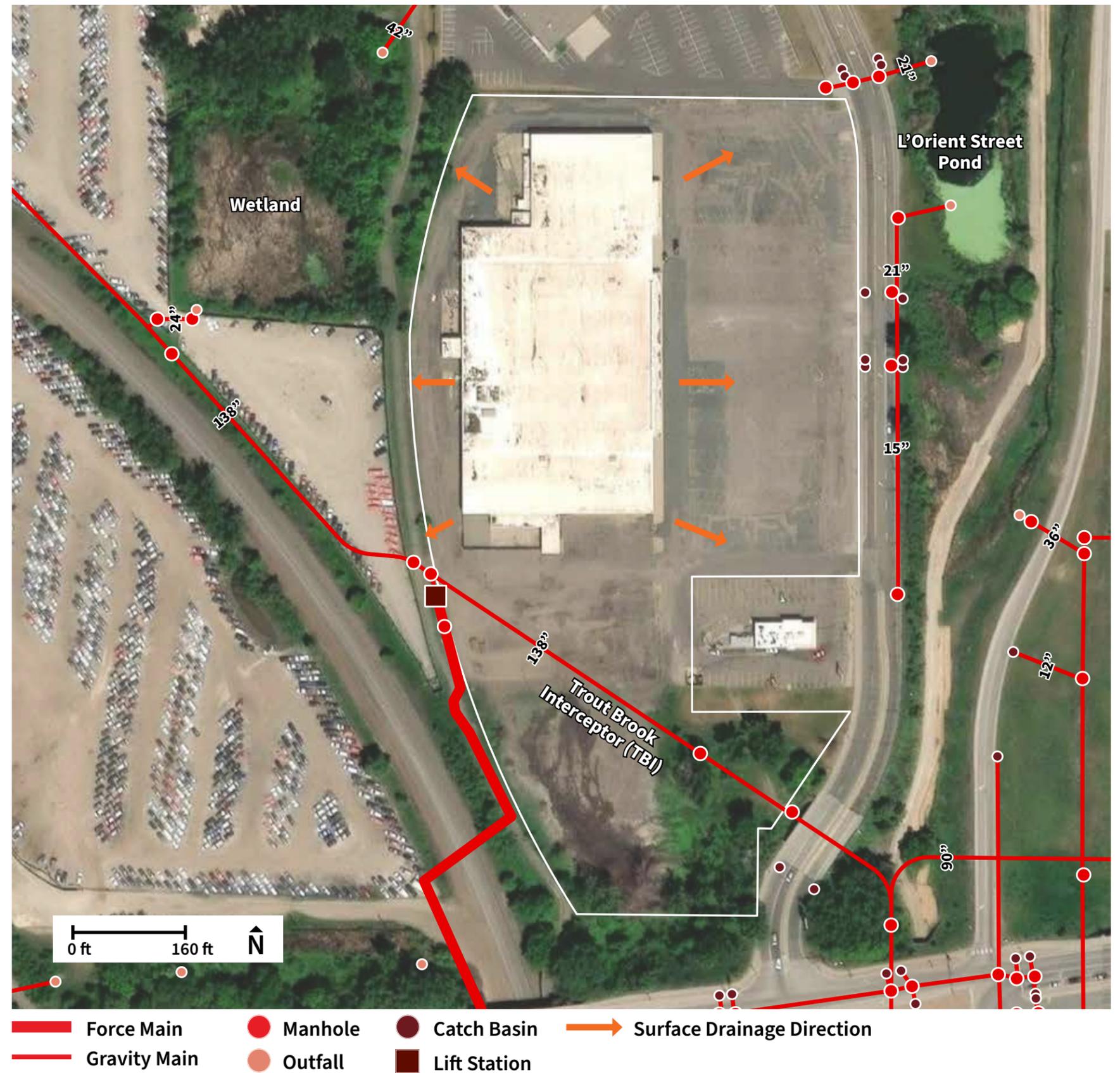
This critical infrastructure is of significant concern to CRWD and must be protected during redevelopment activity.

CRWD has also invested in detailed hydraulic and hydrologic modeling of the TBI and drainage systems near 245 Maryland and has defined potential flooding conditions for a variety of rainfall events.

Drainage conditions on the site are largely defined by intense impervious densities (nearly 100% coverage), sparse storm drainage infrastructure, and ultimate connectivity to regional stormwater management basins.

The City of St. Paul owns property adjacent to the west side of the site, which also contains a degraded wetland. CRWD has also delineated other wetlands adjacent to the site, but not within the 245 Maryland parcel.

The remainder of the site largely drains east toward L'Orient Street and into a regional wet sedimentation pond. The pond drains into MnDOT's Interstate 35E right-of-way and back into storm sewer before crossing 35E to the east.



Anticipated Regulatory Requirements for Stormwater

Redevelopment of the 245 Maryland site will require permitting from CRWD and the Minnesota Pollution Control Agency (MPCA). CRWD impacts include stormwater, floodplain, and wetland management and erosion and sediment control. MPCA Construction Stormwater Permit (CSW) permitting will include stormwater management and stormwater pollution prevention planning. The City of St. Paul also manages stormwater through their own ordinance and regulatory process.

Table 1 is a regulatory matrix that summarizes anticipated regulation.

Since the site is approximately nine (9) acres, full redevelopment of the site will trigger CRWD and MPCA stormwater management and erosion control rules. FEMA does not have mapped floodplain within the project area, but CRWD may maintain more detailed data that suggests the area may flood. Therefore, floodplain coordination with CRWD is necessary.

Wetland impacts are not anticipated with the redevelopment project, but wetland permitting may be required if a parallel wetland improvement project is proposed. Additional agency coordination may be required as preliminary and final design concepts are developed.

Table 1 | Regulatory Matrix

Jurisdiction	Stormwater Management	Floodplain Management	Wetland Management	Erosion and Sediment Control
CRWD	<ul style="list-style-type: none"> Modeling showing rate control of the 2-, 10-, and 100-year storms. Retain 1.1" over new/reconstructed impervious area. Volume control. 90% TSS removed. 	<ul style="list-style-type: none"> No fill within 100-year flood plain. Compensatory storage required within affected floodplain. Result in creation of storage to offset fill 	<ul style="list-style-type: none"> Permit to fill, drain, excavate, or alter wetland. Avoid impacts. Minimize impacts. Replace impacted wetlands. 	<ul style="list-style-type: none"> Approved erosion and sediment control plan.
MPCA	<ul style="list-style-type: none"> Permanent stormwater management required. Retain 1" over new/reconstructed impervious area Volume control 90% TSS removed 	<ul style="list-style-type: none"> No direct regulation. 	<ul style="list-style-type: none"> No direct regulation. 	<ul style="list-style-type: none"> Certified stormwater pollution prevention plan (SWPPP) Erosion and sediment control plan.
St. Paul	<ul style="list-style-type: none"> Modeling showing rate control of the 2-, 10-, and 100-year storms. Retain 1.1" over new/reconstructed impervious area. Volume control. 90% TSS removed. 	<ul style="list-style-type: none"> Floodplain impacts through CRWD and MNDNR 	<ul style="list-style-type: none"> No direct regulation. Managed through other agencies. 	<ul style="list-style-type: none"> Consistent with MPCA CSW Permit. Additional regulation defined in ordinance (dewatering, SWPPP, site waste, etc.)
Ramsey County	<ul style="list-style-type: none"> Consistent with MS4 Permit 	<ul style="list-style-type: none"> No direct regulation. 	<ul style="list-style-type: none"> No direct regulation. 	<ul style="list-style-type: none"> Consistent with MS4 Permit

Stormwater Management Solutions and Stakeholder Coordination

SPPA and CRWD have collaborated to identify and enhance opportunities to further develop stormwater management options around the redevelopment planning effort. This includes meeting local stormwater management regulation (at a minimum), but also synthesis of previous stormwater and habitat assessments completed by CRWD ("Former Kmart Site Redevelopment Stormwater and Habitat Analysis, May 2025").

The assessment defines CRWD interest and investment in stormwater management infrastructure in the area and preliminary concept evaluation. SPPA and CRWD agree that additional assessment is needed to fully understand the extents of stormwater management required to meet regulation, and to help define possibilities of going above and beyond the minimum regulatory standards to further enhance water quality and flood management. Other regional projects may include daylighting the TBI, improving wetlands, and engaging adjacent stakeholders for additional stormwater best management practice enhancements.

SPPA and CRWD have discussed additional stakeholder engagement. This may include identifying additional project partners (St. Paul Parks groups, Ramsey County, SWCD, other potential funding agencies, etc.) and design and goal-setting workshops. Additional site assessments may include soil borings and water table depth assessments, infiltration testing, ecological restoration opportunities, and assessing the viability of the current TBI easement.

SPPA and CRWD will remain engaged as project concepts evolve to best understand permit implications and explore opportunities for site enhancements that are focused on environmental and natural resources protection.