

**CITY
OF
SAINT PETER**

COMPREHENSIVE PLAN

2016

TABLE OF CONTENTS

CONTENT

PAGE

Chapter I. INTRODUCTION

Comments

2016 - John Kvamme (Saint Peter City Council / St, Peter Planning Commission)	2 - 4
2005 - Todd Prafke (Saint Peter City Administrator)	5 - 6
2004 - Sheryl Winston Smith (Chairperson, Saint Peter Planning Commission)	7 - 9
1995 - Bob Moline (Chairperson, Saint Peter Planning Commission)	10 - 12

Chapter II. GENERAL CHARACTERISTICS & CITY AMENITIES

Education

Saint Peter Public Schools	14
2015 Bond Referendum – New SPHS Construction	14
Private Educational Opportunities	15
Gustavus Adolphus College	15
Leo Hoffman Center	16

Health Care

River's Edge Hospital	17
Mankato Clinic – Daniels Health Center	17
Mayo Health Systems	18
Home Health Services	18

Senior Housing

Benedictine Living Community (Benedictine Health Services)	19
Prairie Hill & Sand Hill (Ecumen)	19
Pheasants Ridge	19
Heritage Meadows (Good Samaritan)	19

Chapter III. DETAILED CHARACTERISTICS

Land Use

Existing Land Use

Residential	21
Commercial	22
Industrial	22
Institutional / Educational	22
Gateway Overlay District	23
Heritage Preservation District	23

Building Permit Trends

23

General Planning Principles

24

Downtown Development Priorities

25

North Commercial Development Priorities

25

Future Land Use

26

<u>Demographics</u>	
Population	28
Population by Age	29
Employment & Economy	29
Employment / Wages by Industry	30
Annual Covered Employment	30
Labor Shed – Commuter Data	33
Commuting Patterns	33
Largest Employers	35
Race	36
<u>Housing</u>	
Household Trends	37
Household Projections	38
Building Better Neighborhoods	39
Rental Licensure / Inspections	41
Foreclosures (2007 – '09)	41
2012 Housing Study Update Recommendations	41
2014 Housing Study Update	42
<u>Utilities</u>	
Wastewater / Sewer	44
Water	44
Stormwater	44
Electric	
Southern Minnesota Municipal Power Agency	45
Co-Generation Plant	45
Electric Load Management	46
Telecommunications	46
Natural Gas	47
Solid Waste / Garbage	47
Recycling	47
<u>Transportation</u>	
U.S. Highway 169	48
2010 Autumn Flooding	49
RCUT Intersections	49
2014 Flood Mitigation Project	49
Future Highway Improvements	
2016 Flood Mitigation Project	50
2017 Highway #99 Improvements	50
Intersection Management Planning	50
Collector Street Program	51
Trail System	52
Snowmobile Trail Proposal	52
Sidewalk Master Plan	52
MN Comprehensive Statewide Freight & Passenger Rail Plan	53
Mankato Regional Airport	53
Saint Peter Public Transportation	53;
Multi-County Transit Planning	54
Intercity Bus	54
Cab Service	54

Chapter IV. PARK MASTER PLAN

Chapter V. DEVELOPMENT GOALS & POLICIES

<u>Residential Development Goals & Policies</u>	57
<u>Commercial Development Goals & Policies</u>	59

Industrial Development Goals & Policies

61

Parks & Playgrounds Goals & Policies

62

CHAPTER

I

INTRODUCTIONS

INTRODUCTION TO THE COMPREHENSIVE PLAN 2016

John Kvamme Saint Peter City Council and Planning Commission

Saint Peter is a lovely little town in a beautiful river valley between agriculture to the west and lakes to the east. We are near, but not too near, the Twin Cities. We have local history that helped shape the early years of the State of Minnesota and we have local history that is important only to us. We have a Central Business District on the National Register of Historic Places. Our community is filled with parks and beautiful old homes and is vibrant with cultural, civic and athletic activities. We have the necessities - college, public schools and hospital - to be a self-contained community, yet have a neighboring Regional Commercial Center. Memories of the 1998 tornado begin to fade, but the modernized public infrastructure remains.

Saint Peter is no longer the mythical village where everyone knows your name, but we are still small enough that shopkeepers recognize you and grocery store visits result in conversations. Our population has jumped fifteen percent in the past decade, but the benefits that come with this are accompanied by new challenges for us to address.

We enjoy community blessings that express the uniqueness that is Saint Peter and define who we are. These assets need and deserve to be nurtured, encouraged and promoted.

- We have stable employers such as the County, School District, River's Edge Hospital, Regional Treatment Center and Gustavus Adolphus College. It would be nice to have more retail and more industrial, but increased population will make those easier to attract.
- We have community identity through our schools and hospital. Small towns without these begin to wither.
- We have cultural, civic, religious and athletic events sponsored and encouraged by Gustavus Adolphus and by the people our local institutions attract to the community. These individuals are an invisible asset.
- We have arts, civic, religious and youth organizations that sponsor activities with a constant chaos of choice. The bonding among the participants and the positive feelings towards the community generated within those involved can be as important to us as the activities.
- We have unique specialty shops for residents and visitors. It is an effective way to maintain commercial vitality in the shadow of Mankato.
- We have proximity to Mankato for the services and entertainment offered there and for the pool of consumers for our specialty stores and for our local events. These are the two sides of the Mankato coin.

- We have housing options for a range of ages, incomes and lifestyles located in a variety of neighborhoods. This is new in the last fifteen years and has had a profound effect on the community.
- We have walkability in our community and good density of development. These are advantages too easily lost in the rush and excitement of new development.
- We have natural amenities that promote outdoor activities by residents and visitors. These assets are under-utilized and deserving of more attention.
- We have public and civic organizations with an active interest in conversation, collaboration and cooperation among each other.
- We have local government with more resources than most small Minnesota communities and a willingness to be proactive and innovative.

As wonderful as we think our community is, internal and external forces continue to push change upon us. This Plan is an attempt to address the challenges and opportunities we can already see and to give us a context for addressing those coming that we cannot see.

Here are seven areas that merit our concern and attention. None are “problems” that can be “solved”. Rather, each one is an ongoing issue that will always be with us. Each one could be on this list for almost any small town. Each one has layers of implications for the future of the community. Each one requires a multi-part, multi-year approach that requires the participation of many.

- Changing demographics, whether ethnic diversity or economic disparity or services for an aging population.
- Maintaining the size of our school age population.
- Providing attractive alternatives to keep consumers in town, whether for shopping, services, healthcare, education, athletics or entertainment.
- Encouraging development that augments and enhances the character of Saint Peter and avoids the general sameness of “Anywhere, USA”.
- Taking advantage of the natural features we have – river, bluffs and flood plain.
- Responding to a changing state tax climate that is putting more reliance on local resources.
- Accommodating the pluses and minuses of Highway 169 running through the middle of our downtown.

We write a Comprehensive Plan to expand our thinking to the possibilities, to focus our thinking on the obstacles, to open our thinking to the alternatives and to channel our thinking to the practical and the possible.

This Comprehensive Plan is a framework upon which we can hang the language pattern of these contradictions and incompatibilities. It provides a way to organize and structure our

hopes and dreams for ourselves and for our community. It is our continuation of the hard work, the foresight and the courage of conviction of those public servants and civic volunteers who have come before us. They have provided us building blocks, but it is our privilege to continue their work for the Saint Peter we love.

INTRODUCTION TO THE COMPREHENSIVE PLAN 2005

**Todd Prafke
City Administrator**

Where do you want to go today? A question that many ask themselves on a regular basis; it brings up thoughts of going to the store or neighborhood after a long day at work. It is also a question that has been used as an introduction to a bigger picture thought process. The question is a thought process that involves the future of Saint Peter and as stewards of that future, we ask where?

In the aftermath of the 1998 tornado, many previously held ideas and thoughts about our community were brought once more to the forefront, to be weighed against the current reality and our wishes for the next 20 to 30 years. These ideas were challenged based on the hope that the tornado, which brought tremendous devastation, also brought a clean slate, that golden opportunity to rethink the past thoughts and make sure they match our current hopes.

The spring of 1999 brought the Minnesota Design Team (MDT) to town with one central mission. That mission was to help us think, talk and focus on what we want our future to be. The MDT did this through a number of charts over a weekend and brought upwards of 200 people into the discussion to talk, plan and express community values and how they relate to the future of Saint Peter.

A number of key points were brought to the forefront including our strong wish to be connected to the past; not only in knowing our history, but in the realization that the design of our community had value and that we could impact the quality of life through the design. That a variety of designs for places to live is better than one or two choices. That our "old town" neighborhoods really held some relevance for living today, including size, shape, pedestrian access, and economies of scale that, although not enjoyed by everyone, certainly can have a great impact in how one chooses to live.

In the aftermath of the tornado, many voiced concern that Saint Peter would see a decline in its habitability for families and that the attractions of larger communities would play a strong role in our decline. In reality, we have seen substantial growth. Growth has brought with it concerns over the type of neighborhood and other developments that will occur. The goal for many has been to manage that growth and all that comes with it by providing alternatives to developers that not only support their financial needs, but also the physical needs of the community and those that reside here.

The difference between the Comprehensive Plan of 10 years ago and this one, is that the last plan understood that change here has been relatively slow. This offered us time for reasoned assessment. It gave us time for a process that allowed for a number of different perspectives. Change now will be faster and in bigger groups. We must have our plan laid out further in advance and have the ability to facilitate growth in ways that push the community goals that we enjoy today. Our challenge is to manage growth to a level that is sensible. It is to ensure that we do not suffer from the consequences of building neighborhoods that disconnect us from the community. That our history of neighborhood development stays strong in that we build neighborhoods that are truly a place to live; not just a place to park and sleep. That we build places for work that have their own "neighborhood feel". As Bob Moline put it in the last

Comprehensive Plan introduction, "Saint Peter; our town becomes their 'place in the country'...these people who can create new employment opportunities here and thus bring variety, new perspective, and fresh energy to town."

Our role as a retail center is now diminished by the large retail draw of Mankato and the focus on our downtown is that of a beautiful river community with basic goods and services as well as the service of uncommonly unique shops and food and beverage opportunities. That should not be taken as a white flag of surrender in the retail arena, but rather as knowledge that our niche is secure in providing specific retail.

These may be some of the salient points that might be the basis for our future:

- Growth has brought new energy and opportunities but it must be managed and should not go forward without limits. We should only grow to a certain point. Now whether that point is a population figure or a line drawn on a map at the next bluff line has yet to be determined. But there is a limit to our growth. Then, as stewards of the community, we must focus on redevelopment within those boundaries.
- That our economic base is driven by Gustavus Adolphus College and the Regional Treatment Center. Other business ventures, including not-for-profit agencies, are now making up a more significant part of our base. We should facilitate the broadening of that base and provide for organized movement into the future.
- The retail sector will continue to be a complement to the retail magnet that is Mankato, and our niche will be known as a destination point for those who want that something "special" including the best service.
- People will not only find Saint Peter a desirable retirement locale because of ample senior housing options and new hospital and clinics, but families will find it alluring because neighborhoods and neighborhood designs provide the surroundings they want in raising their families.
- Increasing numbers of peoples will continue to see the benefits of a smaller community with the amenities of larger communities close by, and the infrastructure of the best communities already built in.

We are like the river that now is our eastern boundary; we will continue to see changes in our path. We will see the water rise and recede, but change will continue to be the standard that we are defined by. Where do you want to go today? It's more than just going home or to the store; it's not about where you want to go today, it's really about where we want to be tomorrow.

Community Identity 2004

**Sheryl Winston Smith
Chairperson, Saint Peter Planning Commission**

Many people say that St. Peter is a great place to raise a family. This statement has far broader implications than simply raising a family. When people say this, it is a shorthand for many attributes which together makes St. Peter a vibrant and vital community. St. Peter is a place that is large enough to offer many amenities yet small enough to remain a small town that is truly a community. St. Peter is a small, historic city located in the scenic Minnesota River Valley and is the county seat of Nicollet County. It has many attributes that are desirable and are also distinct to this city, contributing to the sense of place which makes St. Peter uniquely St. Peter and not just any place.

This section on Community Identity delineates these unique and desirable characteristics and suggests goals which will promote and enhance these attributes.

Historic Identity

St. Peter resonates with history. First settled in 1853, St. Peter is one of the oldest cities in the state. St. Peter was the home of 5 governors. The Traverse des Sioux Treaty was signed in St. Peter, and the site is now marked by the Treaty Site History Center which provides educational displays and houses the Nicollet County Historical Society. Historic Minnesota Square Park reminds townspeople and visitors of the foiled attempt to make St. Peter the state capital. The local newspaper, the St. Peter Herald, has been published since 1884.

The city of St. Peter includes many architecturally and historically notable structures, including the E.P. Bassford designed Nicollet Hotel, the E. St. Julien Cox House, and the newly renovated Nicollet County Courthouse. More than 40 buildings have been designated on the National Register of Historic Places, including residences and the Central Business District, which was placed on the National Register in 2001.

St. Peter also includes historic institutions which continue to play an important role in the community. Gustavus Adolphus College has been an important presence in the city since 1876. The St. Peter Regional Treatment Center was the first psychiatric treatment facility of its kind in the state and currently includes a museum.

Arts and Culture

St. Peter boasts opportunities for arts and culture not seen in most cities of similar size, enhancing the quality of life for residents and bringing people to town as a destination. The St. Peter Arts Center offers classes and displays by local artists. Concerts, plays and dance recitals are presented throughout the year at Gustavus Adolphus College. The college also houses the Hillstrom Museum of Art.

St. Peter hosts several annual events which are a draw to residents and visitors. The Old Fashioned Fourth of July Celebration lines Minnesota Avenue with spectators every July Fourth to view the floats and bands on parade, culminating in Minnesota Square Park and ending with a

twilight fireworks display at the fairgrounds. Every summer, St. Peter is home to the Nicollet County Fair which is located in walking proximity to much of the town. The widely attended annual Rock Bend Folk Festival has been bringing music and crafts to St. Peter for 13 years and fills Minnesota Square Park for a fall weekend.

College Town

St. Peter has been home to Gustavus Adolphus College since 1876, and the college and the city benefit from one another. The college is the second largest employer in the town, and attracts faculty and students from all over the world. With approximately 2500 students, the college is an important presence in town. The college also offers annual events which draw numerous visitors, including the Nobel Conference and the Christmas in Christ Chapel celebration.

School System

St. Peter is fortunate to retain its own public school district which provides a high quality education for residents on a scale in which individuals are able to thrive. The kindergarten through 12th grade school system is divided into an elementary, intermediate, and junior/senior high school. High school students also take advantage of classes at Gustavus. Many programs are offered through the school system, including family and community education programs, such as the Early Childhood Family Education program.

In addition to the public school system, St. Peter also is home to several private, religious schools. The John Ireland Catholic School offers kindergarten through sixth grade education. The St. Peter Evangelical Lutheran School offers kindergarten through eighth grade education.

Civic Connectedness

Elements of civic connectedness are key threads woven into life in St. Peter. The ability of the city to rebuild following the 1998 tornado has been widely noted. As the city web page notes, "Our small town life is the good life. Walking down the street means greeting friends, neighbors and strangers alike with a smile and a "hello"." St. Peter is a place where the lifestyle offers much for everyone from children to elderly residents. The newly built Community Center is a focal point for community meetings and programs and is centrally located in town, allowing many residents to walk and bike to it and the attached public library. The proud display of flags lining Minnesota Square Park for holidays such as Memorial Day, July Fourth, and Veterans' Day are a visual sign of civic pride. A low rate of crime and general sense of security are also important elements of life in St. Peter.

St. Peters' residential neighborhoods enhance the civic connectedness of the City. The older historic residential neighborhoods benefit from the walkable grid pattern and provide interconnected access to downtown, schools, and parks. Innovative design principles were realized in the creation of Nicollet Meadows which seeks to foster connectedness and a sense of neighborhood in a newer residential area

Downtown St. Peter and the Central Business District

The Central Business District of St. Peter is the economic heart of downtown. Designated on the National Register of Historic Places, the Central Business District includes a vibrant mix of stores that are essential to everyday life and those that provide specialty items. While it is hard

for small town centers to thrive in the automobile-centered age, a vital downtown remains an essential element of community identity. It is notable that downtown St. Peter is nearly fully-occupied at this time. It is also notable that in the era of the automobile, daily errands can be achieved on foot in St. Peter given the proximity of stores, banks, and Post Office and other key services to one another.

Government and Non-Profit Institutions

St. Peter is distinct in the preponderance of government and non-profit institutions that contribute to the local economy. This includes the Nicollet County government, St. Peter Regional Treatment Center, Scholarship America, the Minnesota School Board Association, and Gustavus Adolphus College, as well as other small institutions.

Public Places and Green Spaces

The parks and green spaces in St. Peter contribute to the quality of life. Minnesota Square Park hosts events large and small and provides a welcoming view as people ride by on Minnesota Avenue. The riverfront park provides views and access to the Minnesota River and is perhaps an underutilized resource in St. Peter. Linnaeus Arboretum on the campus of Gustavus Adolphus College provides plantings and pathways for working. Numerous other parks and green spaces are venues for picnics and ballgames in St. Peter.

Goals

New projects that are consistent with the Comprehensive Plan should complement and build on the unique and desirable attributes of St. Peter as much as possible. Some goals include:

- Preserve and enhance the historic and aesthetic attractiveness of St. Peter.
- Preserve the small town character and quality of life in St. Peter.
- Maintain and preserve interconnected walkable neighborhoods.
- Maintain and strengthen St. Peter as a destination city with a vibrant downtown and historic and cultural opportunities and events.
- Promote downtown businesses and strive to maintain a healthy central core to the city.
- Work toward reemphasizing the riverfront as an important natural and scenic feature of the city.

A vision for St. Peter – An Introduction to the Comprehensive Plan 1995

**Bob Moline
Chairman, Saint Peter Planning Commission**

About 20 years ago a delightful little document was prepared for the Saint Peter Chamber of Commerce titled simply **Saint Peter**. The image of the evolution of Saint Peter conveyed by the piece was that of a story written by both the physical forces of wind, water, and ice that first shaped the place but also by the sequence of cultures that fashioned a landscape out of the physical environment, responding differently to it, trying to make it work locally, then later making connections with the larger scene, tying us to the region, the state, the country and the rest of the planet. Saint Peter ended with this:

“...that’s the story of Saint Peter up to this time. Of course it doesn’t end there. A lot of people here are very concerned about keeping the story good. ... Saint Peter will continue to write its own story. We’re not in a real big hurry, because we know history is on our side. More and more people are looking for “a place in the country.” ... So we’re looking for more writers. If you want to, you can help write the story. Like the river the town was built on, the story will keep on going.”

This fresh comprehensive plan can provide a framework for continuing the story, setting the most general of limits, laying down some rules, ground rules, so to speak. It offers a suggestion here, shows a direction there, and organizes the continuing conversation because in one sense the plan is never “finished.” It serves as a friendly guide; follow it but make adjustments depending on the flow of the shaping forces and events. But the plan is more than an operating manual, list of procedures. In the same way that the rules of syntax govern the way words are put together to form understandable sentences, this plan should offer a way to achieve a “syntax of city design” allowing us to make sense of the city, making it readable,” coherent, memorable—a place you have a clear mental map of, a place to show your friends.

Dramatic population change has not been the hallmark of agricultural south central Minnesota. Despite a decline of six percent in the total population of Region 9 counties over the last 20 years, many towns and villages have continued to provide goods and services to their trade areas. Although there has been a decline in population in area counties, Nicollet County has increased in size, along with neighboring cities. Within the five-county area including Nicollet County and its neighbors, 20 of the 40 villages grew during the 1970s. In the 1980’s 19 places, about half of them, gained population. In short, we get a mixed impression; though some places are not healthy, other places seem to be doing well and people are finding reasons to stay in the region.

Surely there are forces and events that have caused some places to decline and we acknowledge the fact that all it not well but half of the villages and towns in the five county area have shown remarkable resiliency, indeed vitality in the last 20 years. And, unlike the close-in edges of metropolitan areas, change here of whatever kind has been relatively slow offering us time for reasoned assessment, time to lay out a thoughtful planning process that has allowed for open discussion of a full range of alternative perspectives.

As we move through the last years of the millennium, Saint Peter and its region will continue to change slowly in response to a suite of forces and events, only some of which can anticipate and in only some of which we can participate.

Major Forces Shaping Saint Peter's Future Growth

As noted above the forces of change work more slowly here than in metropolitan regions but they do operate. Among the forces most likely to exert the greatest influence during the next five years or so are:

- Continuing slow decline in the non-urban population driven by the long term national trend of increasing farm size and declining farm numbers.
- Land economics, including not only the cost of land but also the public and private costs of land development.
- Economic competition in both the agricultural sector including its global aspects and the more local retail and service sectors.
- The rapid expansion and surprising vitality of Mankato as a regional shopping center.
- The increasing mobility of the population that makes even the Twin Cities attractive as a recreation, entertainment, shopping, and professional service center.
- Policy shifts and decisions of state government offices especially MNDOT.
- The stabilizing presence of the Regional Treatment Center, the county government services, and Gustavus Adolphus College.
- Public attitudes that provide the context for local government decision making.

The Vision

To hear the story from some people, the future of towns and cities in this country is sobering, grim, desperate, even hopeless. Nothing seems to work the way it was planned-neither the infrastructure, nor the day-to-day cultural contacts. The late Lewis Mumford, longtime student of America's urban places wrote that cities are supposed to be places of "meeting and mixture" where the cultural and physical geography blend in relationships that offer order, stability, diversity, and harmony. But nowadays few places match Mumford's ideal.

"Eighty percent of everything ever built in America has been built in the last fifty years, and most of it is depressing, brutal, ugly, unhealthy, and spiritually degrading..."

"...for we are presently suffering on a massive scale the social consequences of living in places that are not worth caring about."

From: Kunstler, James (1993) The Geography of Nowhere

"...homes, offices, factories, and shopping malls float in a culturing medium, a 'nonplace urban realm' that provides the bare functions of a city, while doing away with the vital, not quite disciplined formal and social mix that gives cities life".

From: Sorkin, Michael (1992) Variations on a Theme Park

Do these comments describe present or future Saint Peter? Trying to answer that question could become a fruitful topic of discussion in our homes, places of business, schools, clubs, bars and restaurants. It may be that the small town atmosphere of informality, neighborliness, and helpful sharing gives us a change to respond more directly to the urban difficulties noted above. It is possible to conclude that, compared to the major cities, our problems may not seem so intractable, and that we do care, care deeply about this place on the river?

The Saint Peter Planning and Zoning Commission discussed the future of Saint Peter in many sessions over the last two years and conducted two lively "Plan-In" workshops where members of the public added their ideas to the mix. A vision of this place, of what Saint Peter means to people, of what the future is likely to hold, of what the Planning and Zoning Commission might suggest to bring about desired changes—a vision is beginning, just beginning to emerge and seems in summary to take the following form.

- Over the last 60 years Saint Peter has grown at an average rate of about 1.6 percent per year, even more slowly since 1970. Saint Peter will continue to grow and we think a little faster than the .65 percent per year during the last 20 years. Such stability is seen as a strength by some but is frustrating to others and these contrasting perceptions will likely form the basis for a continuing conversation.
- Saint Peter will continue its role as an agricultural central place in a matrix of highly productive farmland but its traditional agricultural services will continue to decline in favor of the other industries and commercial services.
- The Regional Treatment Center, Nicollet County government, and Gustavus Adolphus College will continue to be the major employers providing a degree of economic stability not enjoyed by similar sized towns in the region.
- The retail sector will find a way to complement the economic magnet of Mankato rather than attempt to compete with it. Indeed, given the easy motility of most of the population, it is possible to think of the Mankato area as a market for the specialized goods and services yet to be offered in the Saint Peter CBD.
- People will continue to find in Saint Peter a desirable retirement locale, suggesting expansion in services catering to that clientele.
- Increasing number of people, frustrated and unhappy with life in the bigger cities, may seek refuge in Saint Peter; our town becomes their "place in the country." No mere commuters, these are people who can create new employment opportunities here and thus bring variety, new perspectives, and fresh energy to our town.

CHAPTER

II

GENERAL
CHARACTERISTICS

&

CITY AMENITIES

Education

Saint Peter Public Schools

The Saint Peter Independent School District #508 is comprised of three public education facilities located within the city limits: South Elementary, North Intermediate, and the Saint Peter Middle and High School. With an annual graduating class of around 150 students, the district is proud to have graduated over 10,000 students since it open its doors in 1880.

These district enrollment projections indicate that enrollments are expected to increase as larger elementary grade enrollments move through the system from kindergarten to the high school.

SAINT PETER PUBLIC SCHOOL ENROLLMENT

<u>SCHOOL YEAR</u>	<u>ENROLLMENT</u>	<u>% CHANGE</u>
2009 - 2010	1,796	
2010 - 2011	1,820	1.34%
2011 - 2012	1,875	3.02%
2012 - 2013	1,905	1.60%
2013 - 2014	1,924	1.00%
2014 - 2015	1,959	1.82%
2015 - 2016	2,005	2.35%
2016 - 2017	2,025	1.00%
2017 - 2018	2,050	1.23%
2018 - 2019	2,076	1.27%
2019 - 2020	2,101	1.20%

Source: Independent School District #508

2015 Bond Referendum – New SPHS Construction

In, 2015, the citizens of ISD #508 passed a referendum authorizing the School Board to issue \$58.6 million in bonds to finance the construction of a new high school and remodeling and mechanical upgrades to existing school buildings to address overcrowding and space limitations.

To better serve current and future students amidst a growing Saint Peter community, the Saint Peter School Board has instituted the following realignment of grades:

South Elementary (grades K-1),

North Intermediate (grades 2-4),

Saint Peter Middle School (grades 5-8 / Early Childhood programs).

New high school (grades 9-12),

Passage of the 2015 referendum seeks to fulfill the following objectives through a dynamic process of “Innovation, Renovation, and Collaboration”.

- Address classroom overcrowding at South Elementary and North Intermediate.
- Provide a comprehensive, 21st Century learning facility for high school students that ensures preparation for college and/or the local workforce.
- Locate all early childhood learning in one facility.
- Provide a wider range of opportunities for Saint Peter students, families and community members.
- Establish a separate middle school learning environment, unique to the learning needs of students in grades 5-8.
- Provide a community centered high school accessible and available to the entire Saint Peter community for events and activities throughout the year.

(Courtesy of: www.stpeterschools.org)



Private Educational Options

In addition to the Saint Peter Public School system, John Ireland Catholic School (K-6) and the St. Peter Evangelical Lutheran School (K-8) provide private schooling alternatives for area children.

There were 53 children enrolled at John Ireland Catholic Schools during the 2015-16 school year.

St. Peter Evangelical Lutheran School serves 30 children in their preschool program and 40 children in their elementary school program.

Gustavus Adolphus College

Saint Peter is also home to Gustavus Adolphus College (GAC), a Swedish Lutheran liberal arts institution founded in 1862. The college has an enrollment of roughly 2500 students from across the United States and foreign nations and brings arts, athletics and entertainment, along with vital business to the city of Saint Peter. The Linnaeus Arboretum sits on the far western edge of the campus providing a natural learning environment for the college and community.

The college provides a rich and full on campus experience and encourages students to live in the college provided, on campus housing. Third year students are afforded an opportunity each

spring to apply to live off campus. There are currently 180 students residing in off-campus, rental housing.

The entire Gustavus Adolphus College campus was placed in an Educational / Institutional District (EID) zoning designation in 2007 by the city in order to defer decisions regarding campus physical plant, building and usage to the college's Board of Trustees. The EID designation provides the college with the zoning flexibility to carry out its Campus Master Plan.

Leo A. Hoffmann Center

"The Leo A. Hoffmann Center is a nonprofit corporation inpatient residential treatment facility for children and adolescent boys ages 11 – 18. Program design draws from myriad of theoretical and multimodal approaches. The program utilizes a holistic and strength-based approach that promotes personal growth and development in relationships, development of cognitive strategies in dealing with thinking errors, and ways to reduce and manage risk from future offending. The program, by design, is comprehensive and addresses all areas of adolescent's lives and includes emotional development, cognitive restructuring, behaviors management, building pro-social skills, understanding the cycle of behavior, relapse prevention and targeting risk behaviors."

The mission of the Leo A. Hoffmann Center is

"...to maintain a safe and structured environment in which quality mental health services are provided. This comprehensive treatment emphasizes helping adolescents overcome problematic behaviors and make choices that will give positive direction for their future."

(Courtesy of: www.hoffmanncenter.org)

Health Care

Saint Peter offers an array of health care options including wellness centers, clinical and medical facilities.

River's Edge Hospital

A historic and unique health care provider to Saint Peter, River's Edge Hospital offers a full range of medical services including surgery, emergency room and urgent care, ambulance, physical and occupational therapy, imaging services and more.

Recently, the Orthopedic and Fracture Clinic (Mankato) has moved a large portion of their surgical services to the River's Edge Hospital. This program, branded OrthoEdge, has significantly improved the utilization of the hospital services and spaces, especially those necessary to support the large increase in on site surgical procedures.



Mankato Clinic – Daniel's Clinic

As part of the Mankato Clinic, Daniel's Clinic in Saint Peter offers family practice, pediatrics, foot and ankle care, and traditional clinical services. While the core clinical services of Mankato Clinic remains at the Daniel's Clinic at the intersection of Old Minnesota Avenue and Dodd Avenue, some specialty clinical services are being established on the River's Edge Hospital campus.

Mayo Health Systems

Reflecting the excellence of the world renowned Mayo Clinic (Rochester), the Mayo Clinic Health Systems – St. Peter offers basic health and medical care in addition to laboratory, chiropractic, imaging, and surgery services.

In 2006, the Mayo Health System clinic was relocated from Sunrise Drive to join the city medical services on the River's Edge Hospital campus.

Home Care Services

Nicollet County Home Care Services is designed to support residents in an effort to live independently at home. Nurses, in partnership with physicians and other health care professionals, work with residents and their families to meet their needs.

Home care series include bathing, skin care, grocery shopping, laundry, light housekeeping, medication instruction and monitoring of vital functions such as heart, lungs, kidneys and blood sugar.

Fees for services may be paid through Medical Assistance, Waiver Services, Public Health Nursing Clinic or privately according to a sliding fee scale based upon income.

(Courtesy of: www.co.nicollet.mn.us)

Senior Housing

Benedictine Living Community of Saint Peter (Benedictine Health Services)

Offering 46 apartment-style quarters for senior housing tenants, BHS provides a full continuum of care from skilled nursing and therapy services to beauty and hair salon care for both independent and assisted living residents. Their full-scale rehabilitation center and services are open to those living within the BHS community as well as non-residents, offering both long and short-term care through physical, occupational and speech therapy.

Prairie Hill and Sand Prairie (Ecumen)

Saint Peter is home to two sister communities within the Ecumen assisted living system. Located within close proximity to the River's Edge Hospital campus, the Prairie Hill facility provides 43 units for those living independent or those requiring assistance with bathing, housekeeping, medication or other light services. Additionally, there are 20 "memory care" units at Prairie Hill for those suffering from the various stages of dementia or Alzheimer's disease.

Sand Prairie community, also within close proximity to the River's Edge Hospital campus, offers 42 senior housing units. This is an assisted living facility providing skilled care and rehabilitation services.

Pheasants Ridge

Pheasants Ridge is a family owned and operated assisted living and memory care facility offering a range of service levels for its residents. The facility houses 24 single and companion sized living spaces, creating an intimate home for its tenants with individualized care.

Heritage Meadows Apartments (Good Samaritan Society)

Heritage Meadows Senior Apartments is a 28 unit senior residence operated by the Good Samaritan Society and provide apartment style living for area elders. The staff of Heritage meadows includes registered nurses, certified nursing assistants as well as rehabilitation therapists.

Residents can live independently or access home care or rehabilitative services such as medical assessments, wound care, IV therapy, pain management and others. To enhance the living experience in-home services such as meal preparation, medication reminders, laundry services, light housekeeping and assistance with bathing or dressing are available to residents.

CHAPTER

III

Detailed Characteristics

Land Use

Existing Land Use

The Existing Land Use map is included in Appendix A.

Residential Zoning Districts:

R-1: Single Family Dwelling: The R-1 District is intended and designed to provide for certain low-density residential areas now developed with single-family dwellings and areas where similar residential development is likely to occur.

R-2: 1-2 Family Dwelling: The R-2 District is intended and designed to provide for certain medium-density residential areas now developed with single-family and two-family dwellings and areas where similar residential development seems likely to occur.

R-3: Multiple Family Dwelling: The R-3 District is intended and designed to provide for certain high-density residential areas now developed with multifamily dwellings and areas where similar residential development seems likely to occur.

R-4: Large Lot Residential: The R-4 District is intended to provide areas of land for the development of single-family residential uses. The minimum area and increased setback provisions are intended to provide for less dense residential subdivisions.

RP-1: Residential / Professional Office District: The RP-1 District is intended and designed to provide certain areas of the City for the development of professional and business offices in areas where residential dwellings predominate. The district is intended to include primarily established residential areas where changing conditions have made limited office use suitable and not incompatible with the basic residential character of the district. The district is also intended for certain residential areas which, by reason of proximity to existing commercial areas and major streets, would be suitable for limited office use. It is further the intention of this section that the classification as RP-1 of an area will aid in the preservation and stabilization of property values. To this end, it is the intention that new buildings or the conversion and alteration of existing buildings is compatible by means of landscaping, open space and architectural treatment with neighboring residences.

R-MHP: Mobile Home Park District: The regulations of this division are designed to provide for certain high-density residential areas of the city for the development of mobile home parks, which by reason of design and location will be compatible with the nearby Residential Uses.

Commercial Zoning Districts:

CBD: Central Business District: The CBD, Central Business District is intended to provide for the general retail shopping of persons living in the city and surrounding trade area. The applicable development regulations within the Central Business District encourage high-density commercial development. Central Business District structures and properties within the Heritage Preservation District shall be further regulated as to design and construction pursuant to Chapter 10.

C-3: Limited Retail Business District: The C-3 Limited Retail Business District is intended to provide for limited retail and service commercial activities. Uses are intended to accommodate and serve local neighborhood patrons.

C-4: Highway Service Commercial: The C-4 Highway Commercial District is intended to provide for commercial areas serving the highway traveling public.

C-5 Business / Professional Office: The C-5 District is intended and designed to provide certain areas of the City for the development of business, medical or professional offices in areas adjacent to residential areas. The district is further intended to allow for the location of larger office developments that generate increased volumes of traffic without adversely affecting neighboring residential uses. The district is intended to promote sustainable development by providing employment opportunities in close proximity to residential neighborhoods.

Industrial Zoning Districts:

I-1: Limited Industrial: The I-1 Limited Industrial District is intended and designed to provide areas of the City suitable for activities and uses which are industrial in nature. Industrial/commercial uses within the Limited Industrial District are limited to those that would not be expected to generate significant noise, odor, vibration or other discharge discernable from areas outside of the parcel on which the use is located.

I-2: General Industrial: The I-2 General Industrial District is intended and designed to provide areas of the City suitable for activities and uses that are of an industrial nature. It is further intended that industrial and related commercial uses be the predominate use of land within the I-2 General Industrial District.

Institutional/Educational Zoning District:

EID: Educational / Institutional: The EID District is intended to provide areas of land for the development of college or university campuses. The EID District allows for multiple uses of land typically associated with providing post-secondary education while protecting neighboring uses from the negative impact of non-compatible or more intense uses of land.

Gateway Overlay Zoning Districts:

GO: Gateway Overlay: The GO Gateway Overlay District is intended to promote high quality development within the Highway 169 corridor. The design features

and development standards included in this division are intended to create a memorable and positive first impression upon those entering the city, particularly the motoring public. The District also intends to establish an image and character that is distinctly Saint Peter. The principles of the Gateway Overlay District are to be carried out through standards related to site planning, signage, architecture and landscaping.

Heritage Preservation Overlay Zoning District:

HPC: Heritage Preservation District: The HPC ordinance is to preserve and promote the natural beauty and distinct historic character of the Saint Peter Heritage Preservation Property which is so intimately connected with the history and life of the City. To maintain and promote the charm and atmosphere of an integrated shopping, living and entertainment retreat area for visitors and the people of the City, to the end that the public welfare will be promoted and advanced through the preservation of property values and the resulting benefit to the economy of the City flowing from the promotion and maintenance of the City as a leading attraction for tourists and most importantly, to preserve and promote the quality of life for the citizens of the City.

BUILDING PERMIT TRENDS

“Like many communities in Minnesota, Saint Peter has a significant variation in the annual level of new housing construction activity over the last 15 years. Single family housing construction was a very active market segment for a five year period from 2001 to 2005, before decreasing substantially over the next several years. The following table identifies the units that have been issued a building permit since the year 2000.

Saint Peter experienced a strong period of single family housing construction in the early half of the previous decade. In each of the five years from 2001 to 2005, building permits were issued for more than 50 single family detached houses per year. In some years, such as 2003, a large volume of attached single family construction also occurred. Overall, during this five year period, average annual production of single family units was approximately 70 homes per year.

The annual construction began to drop in 2006 although 37 single family detached houses were still permitted in that year. However, by 2007, only 11 single family permits were issued and the annual volume remained below that level through 2012.

Activity began to rebound in 2013 with permits used for 14 single family detached houses. Some additional attached housing occurred in 2013, but the best information indicates that these units are intended for rental occupancy.”

Community Partners Research, Inc.
St. Peter Housing Study Update – 2014

HOUSING CONSTRUCTION ACTIVITY (2000 - 2013)

YEAR	SINGLE FAMILY	SINGLE FAMILY	MULTIFAMILY	TOTAL
	<u>DETACHED</u>	<u>ATTACHED</u>	<u>RENTAL</u>	
2000	17	14	12	43
2001	66	0	0	66
2002	51	0	82	133
2003	53	53	41	147
2004	65	9	55	129
2005	51	3	16	70
2006	37	0	0	37
2007	11	0	0	11
2008	7	0	8	15
2009	10	0	0	10
2010	8	0	117	125
2011	5	0	0	5
2012	7	0	6	13
2013	14	0	72	86
2014	19	1	0	20
2015	<u>12</u>	<u>2</u>	<u>17</u>	<u>31</u>
TOTAL	433	82	426	941

1. Source: City of Saint Peter (Building Official)

General Planning Principles:

- **GROWTH SHOULD BE ORDERLY** – Planning should occur first, and land use decisions, such as the zoning ordinance, subdivision regulations, and street and utility extensions, should follow the plan. The City should plan all growth within the service area of the city.
- **GROWTH SHOULD BE BALANCED** – Adequate land should be reserved for all suitable land uses. The city should continue to monitor growth and research new development areas to meet growth demands.
- **GROWTH SHOULD BE ENVIRONMENTALLY SOUND** – Land use should be planned so as to minimize damage to the physical and social environment.
- **GROWTH SHOULD SEPARATE INCOMPATIBLE USES** – New land uses should not be detrimental to other existing planned uses in the area.
- **GROWTH SHOULD BE COORDINATED** – Transportation and utility networks should be planned at the same time and be consistent with land uses. The City should work with Nicollet County to ensure that adopted plans and policies are complementary between jurisdictions.

- **GROWTH SHOULD BE ENCOURAGED** – The expansion of municipal tax capacity is necessary to meet ever-increasing citizen demands as well as legislatively mandated services.

- **GROWTH SHOULD BE ANTICIPATED** – Through the proper interpretation and analysis of historical, current and projected data, future growth areas can be predicted and properly planned.

Downtown Development Priorities:

In 2009, the City Council adopted certain priorities or goals for the development and redevelopment of properties within the Central Business District or historic downtown Saint Peter. The goals are periodically reviewed by the City Council and goals are added or deleted as conditions may warrant.

The goals for development/redevelopment within the downtown are as follows:

- Promote projects that improve or are sympathetic to the historic scale and nature of downtown.
- Business development that promotes a mix of niche retail, food / beverage and entertainment. Promotion of office uses in upper floors is valuable to retail trade in the downtown.
- Building enhancements that are not only historically sympathetic. This should be done while promoting upper floor housing or living in the downtown. This will enhance use of businesses by creating density. This should be done while striving to maintain retail or service businesses on the lower floors of buildings.
- Promote uses, events and activities that set the downtown as a place of destination.
- Use arts and cultural activities to promote the use of downtown as a destination.
- Continue to provide Economic Development Authority loan dollars to build and upgrade buildings in the downtown.

North Commercial Development Priorities:

In 2010, the City Council adopted certain priorities or goals for the development or redevelopment of properties within what has been described as the “North Commercial” district for planning purposes. This area can generally be described as the Old Minnesota Avenue corridor between Union Street and Dodd Avenue (Highway 22 North). These goals are periodically reviewed by the City Council and goals are added or deleted as conditions may warrant.

- Provide efficient vehicular access to future commercial developments from U.S. Highway 169.

- Improve the pedestrian and multi-modal circulation within the North Commercial District.
- Segregate commercial activity including lighting, noise and vehicular traffic from the residentially developed neighborhoods.
- Reduce vehicular conflicts and improve the safety of the public.
- Support the goals and policies of the U.S. Highway 169 Interregional Corridor Study as to highway access and crossings.
- Promote the provision of meeting space or public space for large group assemblage and activities.
- Diverse and sustainable building design and standards emphasizing enhanced accessibility.
- Enhanced enjoyment and utilization of Hallett's Pond site.

Future Land Use:

Growth Boundaries:

The growth boundaries originally discussed in the 1980's by the Planning Commission and incorporated in 1999 as part of the Minnesota Design Team planning weekend were included in 2005 Saint Peter Comprehensive Plan.

The western growth boundary generally follows the geographic feature locally referred to as the "second bluff". The northern and eastern edges of the growth boundary are designated by Roberts Creek and Minnesota River flood plain respectively. The Regional Treatment Center campus would encompass the southern edge of the identified growth boundary.

Via incorporation into the 2005 Saint Peter Comprehensive Plan, the growth boundary is to be considered to be the absolute limits to municipal growth. Early projections have suggested that the population of Saint Peter would nearly double if the growth boundary is developed to the residential density of the existing community.

Once the land within the growth boundary is fully developed, the growth and continuing evolution of the municipality would need to be accomplished via redevelopment.

(R-4) Large Lot Residential Zoning District:

The R-4 zoning classification with larger residential lots and increased setbacks was created in 2007. Past planning efforts have suggested that residential subdivisions in proximity to the community core should be developed with higher densities. R-4 zoning is envisioned at the extreme edges of the growth boundary in such areas as Robard's Creek at the far north of the boundary. At this time, no land within Saint Peter has been designated R-4 Large Lot Residential.

(C-6) Limited Retail Commercial District:

As the Planning and Zoning Commission has considered the development of the River's Edge Hospital campus and North Industrial Park areas, they have expressed a desire to establish a new commercial zoning district to provide limited retail & service uses. Such uses would be expected to be healthcare related, convenience gas station, lodging and other commercial uses supportive of a medical / industrial complex.

The Commission has prepared a draft version of (C-6) Limited Retail Commercial regulations for City Council consideration subsequent to the completion of this Comprehensive Plan. The members envision such a district being created south of Dodd Avenue (Highway 22 North) across from the River's Edge Hospital campus. Preliminary sketches have been prepared depicting vehicular access from both North Sunrise Drive and County Road 15.

The Future Land Use is depicted in Appendix A.

Zoning Map

The current zoning map as amended from time to time by the City Council is included in Appendix A. The "Official Zoning Map" of the City of Saint Peter is maintained in the office of the Community Development Director.

Demographics

POPULATION

Since its founding in 1853 by Captain William Bigelow Dodd, Saint Peter has grown to become a city of 11,666 residents according to 2015 estimates provided by the American Community Survey of the U.S. Census Bureau. That represents an increase of 474 persons since the 2010 census. If the community were to continue to grow at that rate, the 2020 population of Saint Peter would approach 12,140.

If the population of Saint Peter reaches 12,140 by the end of the current decade, an 8.4% rate of growth would result. That would be just over one-half of the 14.9% rate of growth achieved between 2000 and 2010.

HISTORIC POPULATION

	<u>SAINT PETER</u>	<u>NICOLLET CO.</u>
1870	2,124	8,362
1880	3,436	12,333
1890	3,671	13,382
1900	4,302	14,774
1910	4,176	14,125
1920	4,335	15,036
1930	4,811	16,550
1940	5,870	18,282
1950	7,754	20,929
1960	8,484	23,196
1970	8,339	24,518
1980	9,056	26,929
1990	9,421	28,076
2000	9,747	29,771
2010	11,192	32,727

The population of Saint Peter grew at a slower rate than Nicollet County between the years 1990 and 2000. However the growth of Saint Peter outpaced the county by a significant margin in the first decade of the twenty-first century. While the population of Saint Peter grew by 14.9%, Nicollet County grew at a rate of 9.9% over the decade.

If current trends continue, the 2020 U.S. Census is expected to show that Saint Peter and Nicollet County both grew by approximately 8.4%. At that rate the 2020 population of Nicollet County would near 35,476.

The population of Saint Peter includes those that are considered to live in "group quarters". Such individuals would include those within Gustavus Adolphus College housing, those confined at the Regional Treatment Center, residents of nursing homes and those confined in

the Nicollet County Jail. According to the 2010 U.S. Census, a total of 2,665 individuals or 23.8% of the Saint Peter population resides within group quarters.

POPULATION BY AGE

POPULATION BY AGE (2000 - 2010)

	2000	2020		
<u>AGES</u>	<u>CENSUS</u>	<u>CENSUS</u>	<u>CHANGE</u>	<u>%</u>
0 -14	1,519	1,832	313	2.06%
15 - 19	1,500	1,333	-167	-11.13%
20 - 24	1,888	2,037	149	7.90%
25 - 34	902	1,471	569	63.10%
35 - 44	1,178	998	-180	-11.24%
45 - 54	1,015	1,236	221	21.77%
55 - 64	594	995	401	67.50%
65 - 74	510	599	89	17.45%
75 - 84	402	444	42	10.45%
85 +	239	251	12	0.50%

Source: U.S. Census Bureau

“For many years, demographic analysts have been talking about the impact that is occurring as the large “baby boom” generation moves through the aging cycle. This trend has been very evident in Saint Peter. Between 2000 and 2010, the City had a net gain of 622 people in the age ranges between 45 and 64 years old. In 2010, nearly all of the baby boomers were within these age ranges.

Saint Peter also had very strong net population growth in the number of young adults, in the age ranges between 25 and 34 years old. This 10 year age cohort actually experienced the largest numeric net gain in the City. During the last decade, Saint Peter had a very active housing construction market which appears to have attracted younger residents to the City.

There was some numeric growth in the City’s population of senior citizens, primarily due to an increase in younger seniors age 65 to 74 years old. Very little growth occurred among older seniors above the age of 85.

While net growth occurred in most defined age ranges, net decreases occurred in others. The City had a reduction of older children, age 15 to 19, and among adults age 35 to 44 years old.”

Source: Community Partners Research Inc. (2012 St. Peter Housing Study)

EMPLOYMENT AND ECONOMY

“While many factors influence the need for housing, employment opportunities represent a predominant demand generator. Without jobs and corresponding wages, the means to afford housing is severely limited. Employment opportunities are provided by a broad range of private

and public business sectors. The type of employment, wage level and working conditions will each influence the kind of housing that is needed and at what level of affordability.

EMPLOYMENT / WAGES BY INDUSTRY:

The following table shows the annual employment and average wages by major employment sector in 2013. It is important to note that the major employment sectors listed do not represent all employment in the city. Some groups, including self-employment, are not represented. This information is only for the City of Saint Peter.

SAINT PETER AVERAGE ANNUAL WAGES BY INDUSTRY

<u>INDUSTRY</u>	<u>2013 EMPLOYMENT</u>	<u>2013 AVERAGE WAGE</u>
Total All Industry	5,293	\$37,336
Manufacturing	334	\$41,496
Trade, Transportation, Utilities	458	\$21,632
Information	N/A	N/A
Financial Activities	129	\$47,372
Professional & Business Services	222	\$34,632
Education & Health Services	2,759	\$41,964
Leisure & Hospitality	401	\$9,724
Other Services	194	\$39,000
Public Administration	674	\$42,380

Source: MN Dept. of Employment & Economic Development

The average weekly wage for all industry in calendar year 2013 was \$37,336. This assumes full-time employment at the average weekly wage rate. The highest paying wage sectors were Financial Activities at \$47,372, and Public Administration at \$42,380 annually. Education and Health Services was the largest sector for employment, representing more than 52% of all classified employment options. The lowest paying wage sector was Leisure and Hospitality with an average annual wage below \$10,000.

ANNUAL COVERED EMPLOYMENT

Since the Quarterly Census of Covered Workers (QCEW) tracks employees covered by unemployment insurance by location of the worker, it is possible to examine longer-term patterns in the employment level. The following table displays the total number of workers reported in Saint Peter back to the year 2000.

**SAINT PETER AVERAGE ANNUAL
EMPLOYMENT: 2000-2013**

<u>YEAR</u>	<u>TOTAL COVERED EMPLOYMENT</u>
2000	5,193
2001	5,164
2002	5,146
2003	5,066
2004	5,137
2005	5,285
2006	5,379
2007	5,421
2008	5,498
2009	5,143
2010	5,079
2011	5,066
2012	5,127
2013	5,293

Source: MN Dept. of Employment & Economic Development

Over a longer term period, there has been limited growth in the number of employees covered by unemployment insurance that are working in Saint Peter. Growth had been occurring annually between 2003 and 2008 but then reversed. As national economic conditions began to deteriorate in 2008, the number of covered workers began to drop again and reached the lowest level in 2011. Since that time, some growth has returned although the number of covered workers in 2013 was only 100 people greater than the year 2000.

The same patterns for the number of workers covered by unemployment insurance can be tracked for the entire Three-County area consisting of Nicollet, Blue Earth and Le Sueur Counties.

Over a longer term period, there has been growth in the number of employees covered by unemployment insurance that are working in the Three-County area. However, year-to-year changes have been both up and down over the 14 years reviewed. From 2000 to 2013, the number of covered workers increased by nearly 3,900 jobs or nearly 7%. However, most of this job growth occurred between 2000 and 2007. After a prolonged national economic recession began in 2008, the number of covered workers dropped significantly. The annual average for 2013 represented the first year that the number of covered workers exceeded the level that had been achieved by the year 2007.”

Community Partners Research, Inc.
St. Peter Housing Study Update – 2014

**THREE-COUNTY AVERAGE ANNUAL
EMPLOYMENT 2000-2013**

<u>YEAR</u>	<u>TOTAL COVERED EMPLOYMENT</u>
2000	56,003
2001	56,208
2002	56,489
2003	56,168
2004	56,757
2005	57,737
2006	59,259
2007	59,492
2008	59,113
2009	56,569
2010	56,410
2011	57,587
2012	58,410
2013	59,890

Source: MN Dept. of Employment & Economic Development

Labor Shed – Commuter Data

In October, 2013, Greater Mankato Growth undertook an analysis of the Labor Shed Drive Times for the various municipalities participating in the Regional Economic Development Alliance (REDA).

The next step of the analysis was to review demographic and housing data for those living within the various commuter labor shed. Select findings of the analysis are presented as follows:

COMMUTER SHED ANALYSIS

POPULATION

<u>YEAR</u>	<u>0-30 MINUTES</u>	<u>0-45 MINUTES</u>	<u>0-60 MINUTES</u>
2000	103,235	219,103	734,404
2010	118,129	256,700	826,742
2012	120,196	260,832	838,746
2017 (EST)	124,061	269,920	867,638

Source: MN Dept. of Employment & Economic Development

COMMUTER SHED ANALYSIS
HOUSEHOLDS

<u>YEAR</u>	<u>0-30</u> <u>MINUTES</u>	<u>0-45</u> <u>MINUTES</u>	<u>0-60</u> <u>MINUTES</u>
2000	38,527	80,502	280,303
2010	44,924	96,354	320,459
2012	45,622	97,545	324,244
2017 (EST)	47,493	101,739	337,863

Source: MN Dept. of Employment & Economic Development

A map depicting the Labor Shed Drive Times of 30, 45 and 60 minutes from Saint Peter is included in Appendix A.

COMMUTING PATTERNS

Some information is available on area workers that commute for employment. The best information is from the 2012 American Community Survey, and has been examined for the City of Saint Peter. The following table only examines people living in Saint Peter that travel to work and excludes people that work at home.

COMMUTE TIMES - SAINT PETER WORKER (2012)

TRAVEL TIME	NUMBER	PERCENT
LESS 10 MINUTES	2,209	43.7%
10-19 MINUTES	1,174	23.2%
20-29 MINUTES	1,001	19.8%
30+ MINUTES	671	13.3%
TOTAL:	5,005	100.0%

Source: 2012 American Community Survey (5 year estimates)

A large majority of Saint Peter residents were commuting less than 20 minutes to work in 2012. Presumably, most residents commuting fewer than 10 minutes were working in the city or just outside of the city limits. People driving 10 to 19 minutes to work may have been commuting to Mankato / North Mankato, the regional center, or toward the city of Le Sueur. Overall, more than 86% of Saint Peter residents commute less than 30 minutes to work.

The American Community Survey also identifies travel time by location of employment. For people that worked in Saint Peter, the following travel times were identified.

For people that worked in Saint Peter, only 13% traveled 30 minutes or more as longer distance commuters. Overall, nearly 70% of city based employees traveled less than 20 minutes to work and lived either within the city limits or in one of the nearby jurisdictions.

**COMMUTE TIMES - SAINT PETER EMPLOYEES
(2012)**

TRAVEL TIME	NUMBER	PERCENT
LESS 10 MINUTES	2,390	38.8%
10-19 MINUTES	1,890	30.7%
20-29 MINUTES	1,069	17.3%
30+ MINUTES	814	13.2%
TOTAL:	6,163	100.0%

Source: 2012 American Community Survey (5 year estimate)

The Census Bureau also produces commuter reports through its Center for Economic Studies division. This information is based on reports for the year 2011 but provides a further breakdown of worker movement patterns.

According to the report for Saint Peter, there were 5,148 people that were employed within the city limits in 2011. Of the Saint Peter based employees, 1,826 also lived within the city. The remaining 3,322 employees lived outside of the city limits and commuted for employment. The percentage of city based workers that were also residents was 35.5%

The *On the Map* reporting service can be used to make comparisons between communities in the region. The following table presents worker inflow information for the other communities along U.S. Highway 169, including Belle Plaine, Le Sueur, Mankato and North Mankato. It looks at the percentage of people in each community that both lived and worked in their home city in 2011 as well as the percentage of workers that come from outside of each city.

As indicated in the preceding table, only 35.5% of the jobs based in Saint Peter were actually filled by people that lived within the city. While this percentage may seem to be low, Saint Peter outperformed other nearby communities in attracting local workers to also live within the city. Only Le Sueur was also above the 30% in the percentage of jobs filled by city residents.

EMPLOYEE INFLOW ANALYSIS - (2011)

<u>CITY</u>	<u>NUMBER OF PEOPLE EMPLOYED IN CITY</u>	<u>% EMPLOYEES THAT ALSO RESIDE IN CITY</u>	<u>% EMPLOYEES THAT RESIDE OUTSIDE CITY</u>	<u>NUMBER OF EMPLOYEES THAT LIVE OUTSIDE CITY</u>
SAINT PETER	5,148	35.5%	64.5%	3,322
LE SUEUR	2,244	31.0%	69.0%	1,548
BELLE PLAINE	2,124	29.2%	70.8%	1,503
NORTH MANKATO	5,904	21.3%	78.7%	4,646
MANKATO	28,106	25.0%	75.0%	21,092

Source: U.S. Census Bureau, Center for Economic Studies

In addition to defining residents that work within the city, the Census data can also be used to determine worker outflow measuring residents that leave their home city to work elsewhere.

EMPLOYEE OUTFLOW ANALYSIS - (2011)

<u>CITY</u>	<u>NUMBER OF EMPLOYED CITY RESIDENTS</u>	<u>% RESIDENTS THAT LIVE & WORK WORK IN CITY</u>	<u>% RESIDENTS THAT LEAVE THE CITY FOR WORK</u>
SAINT PETER	4,387	41.6%	58.4%
LE SUEUR	1,941	35.9%	64.1%
BELLE PLAINE	3,166	19.6%	80.4%
NORTH MANKATO	6,127	20.5%	79.5%
MANKATO	14,173	49.5%	50.5%

Source: U.S. Census Bureau, Center for Economic Studies

Although the majority of employed Saint Peter residents worked outside of the community, a relatively large share of residents were employed within the city in 2011. Nearly 42% of working residents have a local place of work, while more than 58% commuted elsewhere.

Among the nearby communities used for comparison, only Mankato had a larger percentage of residents that both lived and worked within the community. In both Belle Plaine and North Mankato, approximately 80% of the residents left their home community for employment.

Largest Employers

Saint Peter is fortunate to have a diverse mixture of commercial, industrial and institutional employment opportunities within the community. Such diversity is key to lessening the economic impacts to the community when the consumer economy trends downward.

As of February, 2016, the employee count of the largest Saint Peter businesses is as follows:

LARGEST SAINT PETER EMPLOYERS

<u>EMPLOYER</u>	<u># EMPLOYEES (2016)</u>
Regional Treatment Center	1,122
Gustavus Adolphus College	730
Nicollet County	225
Independent School District #508	219
Alumacraft Boat Co.	175
Rivers Edge Hospital	165
Creation Technologies	153
Scholarship America	138
City of Saint Peter	81
Chippewa / Exceed Packaging	60
E.I. Microcircuits	43

As noted elsewhere in this plan, The Census Bureau, Center for Economic Studies indicated that there were 5,148 jobs located within the city limits of Saint Peter.

RACE

“The large majority of Saint Peter’s residents were listed as “white” for race and were not of Hispanic / Latino ethnicity, according to the 2010 U.S. Census, the minority populations have continued to grow in size. The following table compares changes in the racial characteristics of the community from 2000 to 2010.

POPULATION BY RACE (2000 - 2010)

RACE

	<u>2000 Census</u>	<u>2010 Census</u>	<u>Increase</u>	<u>% Change</u>
Black / African American	153	369	216	141.20%
Native American / Alaskan	42	64	22	52.40%
Asian / Pacific Islander	152	180	28	18.40%
Other Races	122	263	141	115.60%
Two / More Races	99	229	130	131.30%
<u>White</u>	<u>9,179</u>	<u>10,091</u>	<u>912</u>	<u>9.90%</u>
TOTAL:	9,747	11,196	1,422	14.60%

Source: U.S. Census Bureau / Community Partners Research, Inc.

AT the time of the 2010 Census, more than 90% of the City’s residents self-identified as being “white”. The largest racial minority groups were Black / African American at 3.3% of the Saint Peter population. In 2010, 5.3% of the population identified as “Some Other Race” or of “Two or More Races”.

Fewer than 6.5% of the Saint Peter population self-identified themselves as Hispanic / Latino ethnicity. The majority of the Hispanic / Latino population were of Mexican decent.

The changing racial demographics experienced in Saint Peter are mirrored in the 2015 – 2016 enrollment of the Saint Peter Public School System.

SAINT PETER PUBLIC SCHOOLS - ENROLLMENT BY RACE (2015 - 16)

	<u>White</u>	<u>%</u>	<u>Black</u>	<u>%</u>	<u>Hispanic</u>	<u>%</u>	<u>Asian / Pacific</u>	<u>%</u>	<u>Native American</u>	<u>%</u>
South Elementary	350	77%	39	9%	50	11%	8	2%	4	1%
North intermediate	469	74%	53	8%	92	15%	15	2%	3	1%
Middle School	281	78%	45	8%	32	9%	13	4%	3	1%
High School	443	81%	45	8%	48	9%	14	3%	0	0%

Source: Independent School District #508

Housing

HOUSEHOLD TRENDS

“According to the most recent official estimate from the State Demographer, Saint Peter had 3,611 permanent households on July 1, 2013. The City had added 120 households from the time of the 2010 Census, or an annual average of 40 households per year.

Consistent with population patterns, the City had a long-term pattern of household growth. The rate of growth accelerated in the previous decade, but has slowed over the past few years. The 2010 Census reported 3,491 households in Saint Peter, up by 513 households from the year 2000. The City’s rate of growth in the 2000’s was more than double the rate of the 1980’s or 1990’s. However, since 2010, the best available estimates show a more moderate rate of growth.

Most of the household growth within the Market Area (Saint Peter & surrounding townships) and Nicollet County has been directly attributed to the City of Saint Peter. Excluding Saint Peter, the remainder of the Market Area added only eight households in the remaining jurisdictions from 2010 to 2013. At the County level, only 89 households were added in the remaining County jurisdictions, compared to 120 within Saint Peter.

HOUSEHOLD TRENDS 1980 - 2010

	1990	% CHANGE	2000	%	2010	%
				CHANGE		CHANGE
				1990 -		2000 -
<u>CITY</u>	<u>CENSUS</u>	<u>1980 - 1990</u>	<u>CENSUS</u>	<u>2000</u>	<u>CENSUS</u>	<u>1010</u>
Saint Peter	2,767	7.12%	2,978	7.63%	3,491	17.23%
Market Area	4,730	5.67%	5,143	8.73%	5,811	12.99%
Nicollet County	9,478	10.47%	10,642	12.28%	12,201	14.65%
3-County Area	37,223	7.50%	41,334	11.00%	47,404	14.70%

Source: U.S. Census Bureau / MN State Demographer

Household growth has been occurring within the larger Three-County (Blue Earth, Le Sueur & Nicollet) region. From 2010 to 2013, this aggregated area added more than 1,100 total households, or nearly 375 households in an average year. However, 79% of the net household growth since 2010 was attributed to the City of Mankato. For all other jurisdictions within the Three-County Area outside of Mankato, average annual growth has been below 80 households a year since 2010.

The Census Bureau does not issue annual estimates for households. However, since their population estimates were generally very similar to those from the State Demographer’s Office, it is reasonable to assume that household changes would also be similar.

The analysts did obtain 2014 household estimates from ESRI. Consistent with their overly conservative population data, ESRI shows Saint Peter adding only six households over the period from 2010 to 2014. From 2010 to 2014 more than 225 new housing units were issued a

building permit in Saint Peter. While not all of these new units may be occupied, there is no logical basis for ESRI's belief that the City has added only six households. If true, large-scale housing vacancies would exist within the community.

As with the population dates for the Three-County Area, ESRI appears to be overly optimistic about regional growth. Their 2014 estimate shows the aggregated area adding 1,664 households over the four-year time period, or 416 households in an average year. Based on the State Demographer's estimates, the area has been averaging nearly 375 households per year from 2000 to 2013.

Although ESRI's household estimates for the Three-County region may be high, they do form a possible range when combined with the State Demographer's data, reflecting recent growth of approximately 375 to 416 households in an average year after 2010"

Community Partners Research, Inc.
St. Peter Housing Study Update - 2014

HOUSEHOLD PROJECTIONS

"The following table presents household projections obtained from various sources include ESRI and the State Demographer. Trend-based projections have been created by Community Partners Research. The ESRI projections are to the year 2019 while the other projections extend to the year 2020.

The State Demographer's Office has not issued household projections at the city or township level. However, a recent population projection for the City can be extrapolated into a household forecast for Saint Peter. No similar recent projections exist for the township areas that surround Saint Peter so no extrapolation can be made for the Market Area.

County level household projections previously released by the State Demographer's Office have been presented. It is important to note that the State Demographer has been recently revising their county population projection data. The household projections presented below predate the most recent population projections and no longer match the latest population forecasts. However, no revised household forecasts have yet been released. In the opinion of Community Partners Research, the most recent population projections are unreliable, and the original household forecasts are a more reliable data set than the most recent population projections.

HOUSEHOLD PROJECTIONS TO 2019/2020

<u>CITY</u>	<u>2010 CENSUS</u>	<u>ESRI PROJECTION</u>	<u>CPR, INC. PROJECTION</u>	<u>STATE DEMOGRAPHER PROJECTION</u>
Saint Peter	3,491	3,508	3,850	3,950
Market Area	5,811	N/A	6,250	N/A
Nicollet County	12,201	12,679	12,900	13,624
3-County Area	47,404	50,699	51,200	51,521

Source: U.S. Census Bureau / Community Partners Research, Inc.

There is some variation in the available projections, even after adjusting for the one-year time difference between the ESRI projections and the other sources.

As stated previously, the ESRI estimates and projections for the City of Saint Peter are too low and viewed as unreliable. ESRI shows the City adding only 17 total households between 2010 and 2019, or less than two households in an average year.

The Community Partners Research projection would expect the City to add nearly 360 total households over the decade, or approximately 36 in an average year.

The extrapolated projection from the State Demographer's population data would expect Saint Peter to add approximately 46 households in an average year from 2010 to 2020. The assumptions used for this extrapolation are based on a stable population of group quarters residents and a slight reduction in average household size through the decade.

When the Community Partners Research projection and the extrapolated State Demographer based projections are used to form a range, possible annual growth of 36 to 46 households per year in Saint Peter. As stated previously, the City has averaged 40 households per year from 2010 to 2013, very consistent with this projection range. However, much of the recent growth can be attributed to some larger-scale multifamily rental projections, which are less likely to recur on an annual basis. For growth within the projected range to continue into the future, it is probable that a higher level of home ownership growth will need to be present.

There is a greater uniformity in the projections at the regional level, which cover the combined Three-County entity of Nicollet, Blue Earth and Le Sueur Counties. Since ESRI's projection period ends in 2019, the analysts have examined the annual incremental growth required to achieve the projections.

To reach ESRI projections, annual average growth of 366 households per year would be required between 2010 and 2019. To reach the Community Partners Research projection, annual average growth of 380 households per year would be required over the decade. To achieve the State Demographer's regional forecast, average annual growth of 412 households would be required from 2010 to 2020. When combined, these projections form a reasonable range of expected household growth of 366 to 412 households per year.

For comparison purposes, the State Demographer believes that the Three-County region has averaged 374 households per year through the first three years of the decade. ESRI believes that the Three-County area has been averaging 416 households per year through the first four years of the decade. Both of these estimates are generally consistent with the projected annual range over the entire decade"

Community Partner Research, Inc.
St. Peter Housing Study Update – 2014

Building Better Neighborhoods

As the City Council discussed the merits of undertaking the construction of a third residential neighborhood based upon the Building Better Neighborhoods program authored by the Greater Minnesota Housing Fund, staff evaluated the financial performance of Nicollet Meadows and Washington Terrace compared to the other privately developed subdivisions.

Both Nicollet Meadows and Washington Terrace were developed utilizing the principles of the Building Better Neighborhoods (BBN) program created by the Greater Minnesota Housing Fund (GMHF).

“Building Better Neighborhoods is the culmination of the work of GMHF and its Home at Last consultants over the past few years. Based on knowledge gained in dozens of cities across Minnesota, it advocates a balance of “cost-reduction” and “value-added” strategies. Together, these innovative design strategies and practical lessons learned will be valuable to any community seeking to provide affordable homeownership opportunities in well-planned and livable neighborhoods.”

The financial performance of the two municipally developed subdivisions was accomplished comparing Nicollet Meadows and Washington Terrace to the Windsor Pond, Lampert Addition, Standard Lumber, Pine Pointe and Union Street neighborhoods.



The Estimated Market Value, municipal utility sales and property tax billings were compared amongst the neighborhoods to determine a per acre value. The results of the analysis is as follows:

SUBDIVISION ANALYSIS

<u>SUBDIVISION</u>	<u>MARKET VALUE PER ACRE</u>	<u>UTILITY BILLINGS PER ACRE</u>	<u>REAL ESTATE TAXES PER ACRE</u>
Windsor Pond	\$976,251	\$10,880	\$11,713
Nicollet Meadows	\$848,252	\$13,686	\$9,561
Washington Terrace	\$727,739	\$16,516	\$8,712
Lampert Addition	\$653,966	\$9,590	\$6,565
Standard Lumber	\$627,874	\$11,073	\$7,754
Union Street	\$565,119	\$9,377	\$6,191
Pine Pointe	\$437,473	\$3,686	\$5,578

Source: City of Saint Peter

With the exception of the Windsor Pond development, the analysis suggests that the financial performance of Nicollet Meadows and Washington Terrace exceeds that of the privately, traditionally designed subdivisions. The study clearly indicates that the more densely developed neighborhoods financially outperform the neighborhoods featuring large lots and traditionally developed infrastructure

It is perhaps interesting to note that while it was not developed utilizing the BBN program, Windsor Pond incorporates many of the BBN principles such as narrower streets and smaller residential parcels.

Rental Licensure/Inspections

In 1989, the City Council adopted an ordinance requiring the licensure and inspection of residential rental units within the city. The inspection programs are intended to ensure that every rental housing unit is maintained to the minimum life safety standards of the code.

The licensing also provide for enforcement and penalties should rental properties be maintained in an unlawful or unruly manner which creates a public nuisance. As with most municipal rental codes, a rental license can be withdrawn administratively should the licensee face multiple violations.

As of 2015, there were 1,336 rental units licensed by the office of the Saint Peter Building Official. The location of the various rental properties are shown on the map included in Appendix A.

Foreclosures 2007 – 2012

By 2007, the national housing market and housing economy was reeling. The collapse of the housing market and large economic recession forced many out of their home by foreclosure. Saint Peter was not insulated from these adverse situations.

Between 2007 and 2012 there were a total of 89 foreclosure actions undertaken within the city.

2012 Housing Study Update Recommendations

In 2012, the City of Saint Peter commissioned Community Partners Research, Inc. (CPR) to undertake an analysis of the Saint Peter housing market. This study follows housing studies conducted in 1999, 2002 and 2005.

The recommendation of the 2012 study are as follows:

- The research supports the construction of between 50 and 60 market rate rental units in Saint Peter between 2012 and 2017. This would help to relieve the low rate of vacancy that currently exists, and address demand that is expected from renter household growth.
- With the completion of Park Row Crossing, there are 170 tax credit / moderate rent housing units. This provides housing opportunities to only 2.8% of all households within

the Market Area, and 4.7% of all Saint Peter households in 2014. CPR's analysis suggests that the addition of the Park Row Crossing tax credit units would meet the pent up need for this type of housing however additional units would be necessary to meet the needs of a growing community.

- Preserve the existing low income housing options and seek an expansion of tenant-based rental assistance to address an on-going community need.
- With the recent construction of three senior housing projects and the mixture of tenant services provided, the senior housing market is well served. Until the current supply of units is fully absorbed, and occupancy patterns stabilized, no additional senior housing expansion would be recommended.
- While home ownership assistance programs may be in less demand than in the past, they can still be offered to promote the sale of both new and existing houses, in an attempt to increase the level of local activity.
- In the past, the private development community has responded to market demand and has proceeded with subdivision creation as needed. Supply and demand should be monitored. If the available inventory appears to be inadequate to meet near-term needs, additional land development should be promoted.
- Although demographic patterns are conducive to attached ownership housing construction, this segment of the market will probably remain suppressed until confidence returns in the national economy and housing markets.

2014 Housing Study Update

- Unlike some neighboring communities, the City did not have an overly large inventory of residential lots when construction activity slowed around 2007.
- It is unlikely that the high volume of annual home construction of the early 2000's will recur in the region. Still, when compared to other area cities, including Mankato, there is evidence that Saint Peter has the potential to increase its capture rate of households looking for newly constructed homes.
- There has been growth in the available labor force of the Three-county (Nicollet, Blue Earth & Le Sueur) area in recent years. When comparing 2000 to 2013, the total labor force has increased by nearly 6,300 people or 9.4%.
- In 2011, there were 5,148 people employed within the City limits. Of those employed within Saint Peter, 3,322 or 64.5% lived outside of the city and commute in to the city for work.
- In 2011, 4,387 persons residing in Saint Peter were employed. Of those, 2,562 or 58.4% were employed outside of the city limits of Saint Peter.
- Saint Peter and the three-county area have been able to consistently add population and households for more than thirty-three years.

- Near term household growth will remain reasonably similar to the most recent patterns. For the City of Saint Peter, this represents an annual growth of between 36 and 46 households in a typical year through 2020.
- The Three-county area could expect approximately 366 to 412 new households through 2020. Saint Peter would be expected to capture 10% to 11% of this regional growth.
- Household projections are based on current conditions and expectations. With significant job growth in the region, future industrial expansions such as the Walmart distribution center, Cambria and FedEx can significantly increase the rate of household and population growth.
- An analysis of building permits indicates that 195 rental housing units were constructed between 2010 and 2013. In that same time, only 34 single family homes were permitted for construction.
- At the time of the 2010 U.S. Census 65.3% of all housing units were owner occupied. In 2000, 68.9% of households were owner occupied.
- Growth generated demand will yield an additional 20 to 25 owner-occupied housing units in an average year. Unit replacement and pent-up demand could increase this to 30 new units per year through 2020.
- For Saint Peter to achieve a higher level of annual production in the future, it is assumed that promotional efforts, including gap financing, down payment assistance and reduced lot pricing will generate a level of construction that has not been reached recently without these types of incentives.
- The research completed as part of this 2014 update is generally supportive of a renewed effort to develop an affordable, single-family home subdivision in Saint Peter, especially if this effort can include special buyer incentives and assistance programs.
- Various owners of private subdivisions view the City's development of an affordable, mixed use subdivision as direct competition. While public subdivisions would generally not represent direct competition based upon lot pricing, the private owners view them as competition that will further limit their ability to sell their remaining lot inventory.

Utilities

Wastewater / Sewer

Saint Peter wastewater (sewerage) is treated at the Wastewater Treatment Facility located at 400 West St. Julien Street. Treatment begins with Preliminary Treatment where large solids such as rags and abrasive grit is removed from the wastewater stream. Next, Primary Treatment separates other solids from the wastewater stream.

The Secondary Treatment process pumps wastewater through Biological Aerated Filters where the organic matter in the waste is converted to biomass. Following disinfection via UV light to reduce pathogens, the treated water is finally released into the Minnesota River.

Capacity Average Dry Season:	2.00 million gallons / day
Capacity Average Wet Season:	4.00 million gallons / day
Capacity Average:	1.28 million gallons / day

Water

The City of Saint Peter provides its residents quality drinking water from nine wells drawing from the Jordan, Franconia-Ironton-Galesville, Mt. Simon, and Mt. Simon-Hinckley aquifers. Using reverse osmosis, the Broadway Water Treatment Plant and the Saint Julian Water Treatment Plant work to lower levels of iron, manganese, nitrates, radium, chloride, sulfates, and total dissolved solids from the city's drinking water, also adding chlorine and fluoride to promote and enhance public health.

Stormwater

Your stormwater fees go toward maintaining and enhancing storm sewers throughout our community. Some of the more noticeable stormwater management efforts include maintenance of catch basins that catch the flow of water from streets and stormwater basins that hold stormwater for longer periods and allow for natural treatment and replenishment of aquifers. Stormwater changes are a part of Federal and State pollution control agency efforts and requirements to minimize pollutants from running into rivers such as the Minnesota River and other lakes and streams. Stormwater charges for the average household are \$7.50 per month while other land use types (industrial and commercial) pay based on their acreage.

The existing stormwater pipe network in the developed part of the city is capable of handling the potential runoff from a ten-year storm event which is 4.2 inches of rainfall over a 24-hour period.

The existing stormwater network does not handle additional flow from the undeveloped growth areas around the City, as currently this water does not typically reach the existing stormwater system because it infiltrates into the ground before reaching the network. When land is developed, there is increased impervious area; therefore there is more runoff, which would

overload the existing stormwater system. This runoff is managed by a series of stormwater pods on the western edge of Saint Peter.

Electric

Southern Minnesota Municipal Power Agency (SMMPA):

“Created by its members in 1977, SMMPA generates and sells reliable wholesale electricity to its eighteen non-profit, municipally owned member utilities and developed innovative products and services to help them deliver value to their customers.

Though SMMPA members are located throughout the State, most are in southern Minnesota. SMMPA members serve over 96,000 residential customers and 12,300 commercial and industrial customers.

The Agency’s main source of electricity is its 41% share in the 884 MW Sherco 3 coal-fired generator near Becker, MN. The Agency’s energy mix also includes various renewable energy sources such as wind, biodiesel and waste-to-energy, and an array of intermediate and peaking units owned by member utilities.”

(Courtesy of smmpa.com)

The following municipal utilities have joined together as members of the SMMPA organization:

Austin Utilities	Blooming Prairie Public Utilities
Fairmont Public Utilities	Grand Marais Public Utilities
Lake City Utilities	Litchfield Public Utilities
Mora Municipal Utilities	New Prague Utilities Commission
North Branch Municipal Water & Light	Owatonna Public Utilities
Preston Public Utilities	Princeton Public Utilities
Redwood Falls Public Utilities	Rochester Public Utilities
Saint Peter Municipal Utilities	Spring Valley Public Utilities
Waseca Utilities	Wells Public Utilities

Co-Generation Plant:

A 12 MW diesel generator is located at the top of the Broadway hill. At the direction of SMMPA, staff of the Saint Peter electric utility “cold start” the generator and bring it on-line to provide power to the electrical grid.

The co-generation of power allows SMMPA to manage their electrical peak in an effort to save money for member utilities and their customers. In addition to peak shaving, the generator can be brought on-line at such times as the community is facing catastrophic outages or when electrical lines feeding the community are disrupted or down.

Electric Loan Management:

The City of Saint Peter *requires* all Electric Utility customers with newly installed or replacement central air conditioning, to participate in an "Electric Load Management" program. It is designed to reduce the costs to the utility and to the customer. By lowering peak demand for electricity during certain times of the day, typically during the summer months, the utility can save customers money by lowering the wholesale price of electricity bought by the utility.

Controls are added to the residential air conditioning unit that allows the municipal electric utility the ability to turn the cooling unit on and off. A unit would typically be shut off for a fifteen minute period each hour. By rolling the shut off through the city, the peak energy consumption of the utility is "shaved" resulting in lower electrical rates to the consumer. The homeowner hardly notices any change their homes comfort during peak shaving events.

Electrical Distribution:

In the mid 1990's, the City was faced with a community question; "how reliable is your electric system"? Multiple outages and interruptions led staff to recommend to the City Council a policy of installing underground electrical utilities as the standard to improve system performance. The Council took action in the fall of 1997 to stabilize the direction moving forwards with electrical improvements all new installations would be underground.

Power outages over extended periods present major health and safety concerns as well as economic loss to customers. Placement of the underground electrical distribution system has significantly reduced the number and frequency of power outages.

In March of 1998, the tides turned for Saint Peter when the electrical system was destroyed by a tornado and completely rebuilt with an underground system. The opportunity to improve the electrical system by installing all new underground cables was just one benefits, the other was the installation of a 'looped" feed to improve system redundancy, reduce or eliminate outages and to improve continuous service to our customers.

Telecommunications

Saint Peter offers a series of telecommunication providers as a means to promote choice and competition rates for the benefit of the city's consumer community. Phone, cable, and internet services are each available either through individual or bundle packages for residential or business properties from pairs of competing providers.

Phone:	Consolidated Communications Century Link
Cable / TV:	Consolidated Communications Mediacom
Internet:	Consolidated Communications Mediacom

Natural Gas

CenterPoint Energy is the sole provider of natural gas available in the City of Saint Peter and offers both residential as well as business account packages.

Solid Waste / Garbage

The City of Saint Peter contracts with LJP, Inc. for residential, curbside refuse pickup. "Curbie" receptacles are available in 60 gallon or 90 gallon sizes. Pickup is provided once per week.

Refuse services are billed monthly along with the municipal utilities.

Recycling

Curbside, single-sort recycling services are provided on the same day as regular solid waste collection.

Materials acceptable for recycling include Plastics #1-#7, glass, metal cans, paper and cardboard. There is no need to separate the materials and all materials can be comingled in the provided "Curbie" receptacle.

Alternative disposal of hazardous wastes, appliances or electronics is provided intermittently in cooperation with Nicollet County and Tri-County Solid Waste. Notification of these drop-off events is provided on the city website, Facebook page and in the weekly "Hot Sheet".

Transportation

U.S. Highway 169

2009 improvements and construction along 169 through Saint Peter sought to address six primary goals:

1. Improve pedestrian safety and accessibility
2. Improve vehicle safety
3. Improve mobility and system connectivity
4. Enhance appearance of corridor and community
5. Reinforce historic context of downtown
6. Rehabilitate roadway pavement

Raised medians were installed between the north and southbound lanes to improve both vehicle and pedestrian safety and mobility. “Bump-outs” were also added to define parking lanes and reduce pedestrian crossing lengths, while controlled intersections received pedestrian timers. To improve vehicular travel patterns, crossing accesses at Park Row and Grace Street were removed, redirecting vehicles that wish to cross 169 to alternative controlled intersections. Benches and bike racks were also added along the street, improving the general aesthetics of the 169 corridor.

In 2009, the City of Saint Peter joined other municipalities, counties, townships, private industry and individuals as a charter member of the U.S. Highway 169 Corridor Coalition. The mission of the organization is as follows:

“Working together to enhance safety, reduce congestion and maximize economic development along the U.S. Highway 169 interregional corridor.”

According to data assembled by the Corridor Coalition:

- A 200% growth in agribusiness freight is expected on U.S. Highway 169 by 2025.
- 40% of Minnesota employees work within 10 miles of U.S. Highway 169.
- 50% of the ethanol produced in Minnesota is transported via U.S. Highway 169.
- 60 million pounds of freight are transported each day via U.S. Highway 169.
- 6,400 heavy commercial vehicle trips are taken on U.S. Highway 169 each day.
- U.S. Highway 169 is a vital artery for agricultural products to the Ports of Savage.

The data suggests that U.S. Highway 169 is essential to the economic wellbeing of Saint Peter and surrounding region. As such it is appropriate to continue to advocate for ongoing state and federal investments in the improvement and maintenance of the invaluable interregional corridor.

2010 Autumn Flooding

In October of 2010, after wide ranging fast and heavy rainfalls, the Minnesota River Valley experienced severe flooding that destroyed north and southbound lanes and prohibited traffic along much of 169 south and north of Saint Peter.

Road maintenance and reconstruction further lengthened the period of time that the highway was closed to automotive transportation. These events precipitated future flood mitigation projects in 2014.

Reduced Conflict Intersection

A 2012 analysis of the St Julien / Highway 169 and Dodd Avenue / Highway 169 intersections suggested that upon future increase in traffic the performance of the intersections would not meet MnDOT traffic and safety standards. Consequently, Highway 169 on the north side of Saint Peter received the installation of two Reduced Conflict Intersections (RCI).

With goals to reduce delay and congestion on the major highway and prevent collisions common to rural side-street highway entries, the RCI's installation requires all left-hand turns onto Highway 169 to first turn right onto through traffic and travel 1,000 feet before making a U-Turn through the center median back onto the desired north or southbound lane. Research conducted at existing RCI intersections in other states have found a 70% decrease in fatal vehicle conflicts and a 42% decrease in injuries caused by such accidents at the site of the reduced conflict intersection (Data courtesy of MnDOT).

2014 Flood Mitigation Project

Highway 169 from Saint Peter to Le Sueur underwent construction to reduce flooding threats in 2014. Improvements included the resurfacing of southbound lanes, the raising of flood-prone segments of southbound Highway 169 roadway as well as the installation of the RCUT intersections in north St. Peter.

Highway 22 Bridge Improvements

Beginning in July of 2015, Highway 22 at along the southern edge of Saint Peter underwent the second stage of the MnDOT flood mitigation projects. An additional 120' of raised roadway was added to the Minnesota River Bridge to help manage flooding and handle additional water flow. The improvement allows the bridge to remain open during flood events that have typically required closure due to overland flooding between the bridge and Highway 169.

Future Highway Improvements

2016 Highway 169 Flood Mitigation

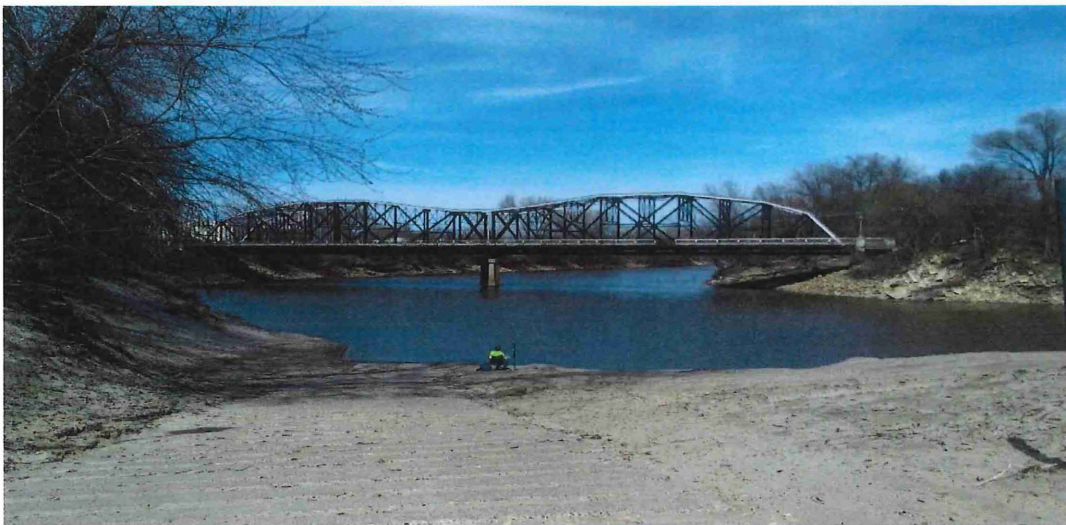
An additional flood mitigation project in 2016 to address four flood-prone areas between Mankato and Saint Peter. The project's estimated cost was \$25 million, covering expenses for six miles of road resurfacing, the installation of median barriers, and the raising of the road above the 100 year flood.

This mitigation project will help ensure that Highway 169, the vital north-south link of the region, can remain open during flood events that have resulted in closure.

2017 Highway 99 Improvements

In 2017, improvements will be made to the Broadway Bridge along Highway 99 on the eastern edge of Saint Peter. Due to the fact that the bridge is listed on the National Register of Historic Places, special care will be required to ensure that any and all reconstruction does not compromise the visual character of the local landmark.

Considered by engineers to be "fracture critical", the historic structure will be preserved by the addition of support beams installed on the underside of the bridge decking. While the improvement will be virtually invisible, the structural improvements will increase the long-term safety and utilization of this vital connection to the community.



Intersection Management Planning

While private interests were contemplating the development of land adjacent to Hallett's Pond, the City of Saint Peter undertook an analysis of the post development performance of the Old Minnesota Avenue and St. Julien Street intersection. Based upon projections to the year 2030, it is predicted that the performance of the intersection will be compromised as additional area development occurs.

The analysis of this intersection considered a "do nothing" scenario, the installation of stop lights and the construction of a roundabout. While each intersection treatment presented certain challenges, it was determined that the construction of a roundabout intersection would most

appropriately address the proposed congestion and traffic backups expected as additional area development is commenced.

Additional Saint Peter intersections are expected to be stressed upon relocation and construction of a new Saint Peter High School. The new school location is expected to alter the circulation patterns of the west side of town, perhaps especially those accessing Broadway Avenue as part of their school commute.

As such it is highly recommended that analysis be done on these other Saint Peter intersections to determine the current and projected intersection performance.

- Broadway Avenue and Sunrise Drive
- Broadway Avenue and Washington Avenue
- Washington Avenue and Dodd Avenue (Highway 22 North)

Collector Street Program

In 1996, the Area Transportation Plan identified proposed locations of new collector streets designed to serve underdeveloped properties outside of the existing corporate limits of Saint Peter. Designed and constructed to carry higher volumes of traffic compared to streets within residential subdivisions, collector streets anticipate serving in excess of 5,000 vehicle traffic volumes daily and provide interconnectivity between neighborhoods and established districts within the city.

In 2013, improvements were made to Washington Avenue to provide a continuous collector street link from the Regional Treatment Center to Dodd Avenue (Highway 22 North). The identified goals of the Washington Avenue Link program were to:

- Improve city-wide operations and continuity.
- Improve safety by reducing through traffic on local residential streets and Highway 169.
- Control access on Highway 22 (Dodd Avenue).
- Improve pedestrian access to Ramsey Park and city schools.

After considering multiple alternatives, it was decided to construct a connection between Washington Avenue and Dodd Avenue (Highway 22) starting at the Davis Street intersection. In order to do so, more than twenty mobile homes were relocated to vacant lots within the Summit Community and a short connector street was installed between the new, realigned Washington Avenue and Fifth Street. Access to Dodd Avenue from Oxford Lane and Fifth Street were also closed to reduce and control residential traffic on Fifth Street and to allow Fifth Street to operate within its design limits.

The Transportation Master Plan (updated 2015) mapping is included in Appendix A.

Trail System

The 2015 Trail Master Plan shows both existing and proposed Saint Peter trails. Currently, there are both state and local trails available to the Saint Peter community. Local trails run along portions of Sunrise Drive and County Road 5 (Broadway Avenue), Dodd Avenue, County Road 15 and Nicollet Avenue. State trails exist along Broadway Avenue and Highway 22 south of town.

A minimum maintenance trail loops around and through the Traverse des Sioux Nature Resource Area, ending at the historical Treaty Site east of Highway 169. Proposed trail projects include local trails along Broadway Avenue that circle the perimeter of Saint Peter and reach out east on Highway 99 to the scenic River Valley Overlook.

Saint Peter is working with the DNR, Mankato, North Mankato, Blue Earth County, Nicollet County, Le Sueur County and Kasota focusing on the functional and recreational movement of pedestrians and bicyclists. Currently, officials are in the process of planning a series of trail system installations to provide connectivity to existing regional systems. Additions would include a connection to the 39 mile long DNR Sakatah Singing Hills State Trails reaching from Mankato to Faribault, linkage to trails within the cities of Mankato and North Mankato as well as the Red Jacket Trail.

Moreover, upon the installation of the Washington Link connector street, the abandoned right of way between Davis Street and Sunrise Drive has remained and is now utilized as a walking and biking trail within the city.

The Trail Master Plan map is included in Appendix A.

Snowmobile Trail Proposal

The City of Saint Peter has proposed the additions of a series of city and county snowmobile trails to the surrounding community. County trails would occupy the western and northern perimeters with additional trails reaching south along Highway 22 and southeast along Highway 99. Moreover, the plan proposes city trails wrapping around the southern region of the city and running north along the west perimeter.

The Snowmobile Trail Map is depicted in Appendix A.

Sidewalk Master Plan

Serving as a means of safe and effective pedestrian circulation throughout the community and between schools, parks, medical facilities and developments, sidewalks are a vital part of city culture and cohesion. In recent years, the City of Saint Peter has worked to install sidewalks throughout the community and on both sides of collector streets, giving specific priority to the creation of safe routes to school for children and the installation of handicapped ramps on each sidewalk corner. Moreover, the construction of the Washington Avenue Link provided vacant space for a paved trail connecting Davis Street to Sunrise Drive.

The City still looks to further improve community sidewalks with a plan for their installation on both sides of every street to the extent practical. Within this plan, infill schedules will be

designated by each street’s radial proximity to any of the city’s schools, parks, public facilities and institutions through a strategic ranking system to ensure that the areas with the highest volume of pedestrian traffic are promptly addressed.

The 2015 Sidewalk Master Plan shows much of the southern portion of the city having existing sidewalks, with the majority of the proposed new sidewalk construction lying north along Minnesota Avenue, Union, Fifth and St. Julien Street as well as select streets in the eastern portions of Saint Peter. These new walks would be fully handicapped accessible upon their construction to allow for the safe movement of persons with mobility impairments.

The Sidewalk Master Plan map is shown in Appendix A.

Minnesota Comprehensive Statewide Freight and Passenger Rail Plan

Noting predictions of growth for the state of Minnesota, a State Rail Plan was drafted in 2010 as a means to begin planning for the installation of freight and passenger rail routes. The plan offered two possible project structures referred to as Future A and Future B. Future A supposes that growth is concentrated in the Twin Cities Metro area with some expansion towards St. Cloud and would include an inter-city rail system connecting Minneapolis and St. Cloud to Chicago along the I-94 corridor, requiring limited construction of inter-state connections. Future B assumes a multi-centered development seeing significant development not only in the Twin Cities Metro area but also in Rochester, St. Cloud, Winona and Duluth. This plan would include a similar connection to Chicago in addition to lines reaching to outlying cities such as Duluth.

Mankato Regional Airport

Less than five miles southeast of Saint Peter, the two-runway Mankato Regional Airport is more than 1,000 acres in size and accommodates thousands of take-offs and landings annually. The site also hosts the State of Minnesota Civil Air Patrol encampment every year and offers space and runway services for Minnesota State University, Mankato student pilot training programs.

Saint Peter Public Transportation

Saint Peter Transit offers a low-fare public transportation service open Monday-Friday from 10 a.m. to 6 p.m. The deviated route operates on an hourly loop, stopping at eleven popular pick-up and drop-off sites around town. Riders who wish to be picked up or dropped off within two blocks of the designated stops may request so at the discretion of the driver and schedule availability. Listed below is the route schedule.

South Loop (Route)	North Loop (Route)
Family Fresh Market (:00) top of hour	Family Fresh Market (:28)
Regional Treatment Center-RTC (:08)	Fairview Apartments-706 Ronell Street (:34)
Parkview Manor Apt Parking Lot-1010 S. 4th St. (:13)	Shopko (:36)
Gustavus Adolphus College-3 Flags (:16)	Maplewood Apt - NEED TO CALL 934-6070

Community Center-Door A (:19)	Ecumen Sand Prairie-700 Knight St. (:46)
River Rock Cafe - NEED TO CALL 934-6070	Rivers Edge Hospital-Main Entrance (:54)

Dial-A-Ride is a second, by-request transportation option that runs Monday-Friday from 7 a.m. to 8 p.m. and Saturdays from 10 a.m. to 5 p.m., providing rides to and from anywhere within the city limits at a higher ticketed price.

The Student Senate at Gustavus Adolphus College traditionally sponsors a free “Gus Bus” transit for all students to and from downtown businesses and designated street corners Friday and Saturday nights between the hours of 9 p.m. and 2 a.m.

Multi-County Transit Planning

The Cities of Saint Peter, Mankato, North Mankato and Le Sueur; along with Le Sueur, Nicollet and Blue Earth counties are working with the Minnesota Department of Transportation to design a multi-county passenger bus system.

Intercity Bus

Mankato Land to Air Express offers a shuttle service for residents and visitors of Saint Peter to and from the Minneapolis/Saint Paul International Airport. Travelers can request pick-up and/or drop-off at Gustavus Adolphus College or the Saint Peter Food Co-op at either location’s designated time.

Jefferson Lines, a branch of Greyhound Buses, also offers transportation services for ticket buyers and is available for pick-up and drop-off in Saint Peter via online or phone scheduling.

At this time, MnDOT is assessing the need for commuter bus service between Mankato and the southwest metro. The analysis will determine the efficiency of a newly designed intercity commuter service. Such service could be provided by a new agency / organization or by the existing intercity transit providers listed above.

Cab Services

There are two independent cab services available in Saint Peter. Kato Cab, based out of Mankato, offers 24/7 paid travel to over forty cities and towns across southern and central Minnesota. Saint Peter is also home to its own local service, St. Peter Cab Company, which offers taxi services, including transportation to the Minneapolis / St. Paul Airport. Service is provided around the clock under its new owner, Matt McPartland.

CHAPTER

IV

Parks and Recreation Plan

Adoption by Reference

The Parks Master Plan as adopted and amended by the City Council from time-to-time is incorporated by reference and is considered to be supplemental to the provisions, policies, goals and findings of this Comprehensive Plan.

CHAPTER

V

DEVELOPMENT GOALS AND POLICIES

RESIDENTIAL DEVELOPMENT GOALS AND POLICIES

GOALS:

1. Adequate land should be reserved for the various types of housing. (single family, multi-family and mobile home)
2. Land uses that are incompatible to residential uses should be separated from residential uses.
3. Residential uses should be placed on land suitable for that purpose and free from flooding, noise, excessive traffic and other hazards.
4. When planning new residential developments, the inclusion of schools, parks, playgrounds, convenience shopping and other uses which serve residential areas should be considered.
5. The existing housing stock should be preserved and maintained.
6. Residential growth should proceed at a manageable and sustainable pace, balanced with school, utility and public service capacity.

POLICIES:

1. The zoning ordinance future land use map should delineate areas suitable for the various types of housing.
2. Streets with high traffic volumes should be designed to skirt residential neighborhoods rather than pass through them.
3. New residential growth should be planned in an orderly fashion adjacent to existing residential areas; leapfrogging should be avoided.
4. Parks and playgrounds should be provided for when planning new residential areas.
5. Subdivision streets and utilities, including required stormwater management should be in place before new residential building is allowed.
6. Mobile homes should be placed in mobile home parks. Life / safety design standards should be adopted to protect the welfare of mobile home park residents as well as to allow emergency serviceability to the park.
7. The taxable value of residential units must be maintained.

8. To assist in creating community stability and citizen commitment, the City should promote home ownership opportunities for area residents. Home ownership is the preferred option for the majority of area households – 2002 Housing Study
9. The City should seek to ensure that available housing options are appropriate for all ages and household types. Life cycle housing opportunities must be provided to allow lifelong residency without sacrificing necessary services. – 2002 Housing Study
10. Safe, affordable and desirable rental housing opportunities should be provided. Rental housing options should exist for households of all incomes. Rental housing units should be provided within single or multi-family dwellings as well as mobile homes.
11. Zoning and subdivision regulations should encourage and allow for appropriate multi-family housing opportunities within traditional single-family neighborhoods or districts. Inclusionary land use practices within residential districts provides for the efficient and effective provision of municipal utility and social services.
12. Residential neighborhoods should be designed to provide safe and convenient pedestrian interconnections between public facilities and between neighborhoods as provided in the Sidewalk Master Plan.
13. The City should encourage higher residential density in proximity to the city center where pedestrian access to essential business and governmental services typical of a Central Business District are provided.

COMMERCIAL DEVELOPMENT GOALS AND POLICIES

GOALS:

1. Sufficient land should be reserved for the various types of commercial development. Development opportunities should be encouraged within existing commercial districts.
2. Commercial facilities should not interfere with the smooth flow of traffic.
3. Commercial facilities should be of a size and scale compatible with nearby uses.
4. Efforts should be undertaken to promote the architectural and structural integrity and vitality of the historic commercial district.

POLICIES:

1. The zoning ordinance and map should provide adequate areas for various categories and densities of commercial uses.
2. Large commercial facilities should be placed on high traffic streets and be oriented away from residential areas. In locations where commercial uses adjoin other districts, landscaping should be used as a buffer between zoning districts.
3. Planned unit developments, where access, parking and other amenities are shared by a number of businesses should be encouraged.
4. New commercial facilities should be required to provide off-street parking and loading facilities. Adequate storm water management should be incorporated into the designs of commercial developments.
5. Convenience commercial facilities should be of the proper size and scale to fit into the neighborhoods they serve.
6. Historic structures within the Central Commercial District should be preserved in a manner consistent with the standards adopted by the Department of Interior. Public / private investment opportunities should exist to encourage the appropriate renovation, rehabilitation or repair of historic commercial properties within Saint Peter.
7. The safe and efficient movement of pedestrian traffic must be provided within the Central Business District to ensure the viability and profitability of the existing and future commercial enterprises. Excessive traffic volumes and the predominance of large commercial vehicles must not be allowed to endanger the health and safety of pedestrians.
8. The City should actively recruit commercial development opportunities within the Central Business District as well as the Highway Service Commercial districts.

9. Commercial development / redevelopments along Minnesota Avenue corridor should be undertaken in a manner which reflects favorably on the aesthetics of the community and corridor.
10. Commercial developments / redevelopments along the Minnesota Avenue corridor should not expose loading docks, utility infrastructure or garbage corrals to the highway motoring public.
11. Lots providing frontage upon to parallel streets shall provide a "front door" appearance to each façade abutting a public street.

INDUSTRIAL DEVELOPMENT GOALS AND POLICIES

GOALS:

1. Adequate land should be reserved for the various types of industrial development.
2. Industrial development should be separated from incompatible uses.
3. New Industrial activity should be located so as not to create detrimental effects on nearby property uses or the city in general.
4. Industrial land should be well placed and serviced for the businesses located there.

POLICIES:

1. The zoning ordinance and map should show adequate land for both light and heavy industrial uses.
2. Performance standards should be used to avoid any detriment to nearby uses.
3. Industrial areas should be located on or near highways so industrial traffic is not routed through residential areas.
4. New industrial facilities should be required to provide adequate off-street parking and loading areas.
5. Industrial areas should have lots of many sizes, including some very large lots.
6. Industrial areas should have adequate utilities and heavy-duty roads planned and if possible, installed prior to industrial expansion.
7. The City should encourage industrial development through the provision of financial assistance when such assistance is deemed necessary and appropriate. The City should actively recruit industrial development opportunities. The City should provide for the installation of the required municipal services within new industrial developments.

PARKS AND PLAYGROUNDS GOALS AND POLICIES

GOALS:

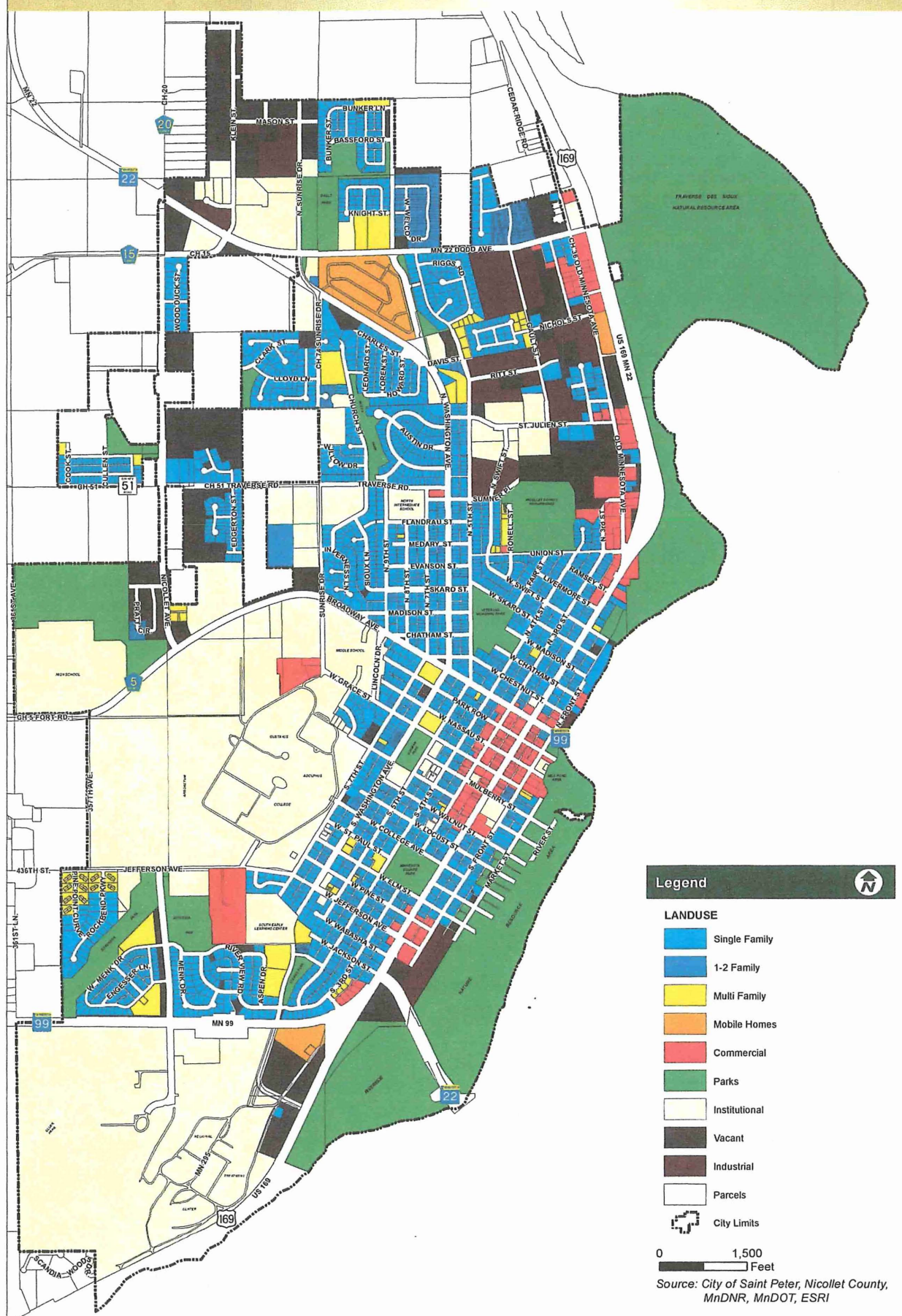
1. As Saint Peter grows, adequate land should be provided for park and playground development to serve anticipated growth.
2. Park planning should be done prior to or at the same time as land use planning.

POLICIES:

1. The City should reserve adequate land for park and playground development to serve anticipated growth. New developments should be required to provide for the donation of land or the payment of fees to finance the provision of recreational facilities.
2. Parks, playgrounds and other public facilities should be considered when planning new subdivision plats.
3. Whenever possible, the City should make use of the Minnesota River flood plain, ponds, wooded areas or other unique features for park and playground development.
4. Parks should be accessible and provide for the safe and efficient movement of multimodal traffic.
5. A wide variety of parks should be maintained within the inventory to provide multigenerational recreational opportunities for area residents or visitors. Life cycle park planning should be encouraged to enhance the recreational opportunities of old and young alike.
6. A combination of indoor and outdoor recreational opportunities should be provided to area residents or visitors twelve months a year.
7. Cooperation among units of government, public / private partnerships and the use of volunteers can assist in park and recreation development and maintenance.
8. Parks classified as "Community Parks" or "Organized Sports Parks" shall provide sanitary restroom facilities for the convenience and needs of those utilizing the park facilities.
9. Anticipating the generated increased traffic levels and need for vehicular parking, "Organized Sports Parks" should be cautiously sited if within predominately residential neighborhoods.

Appendix A

MAPS

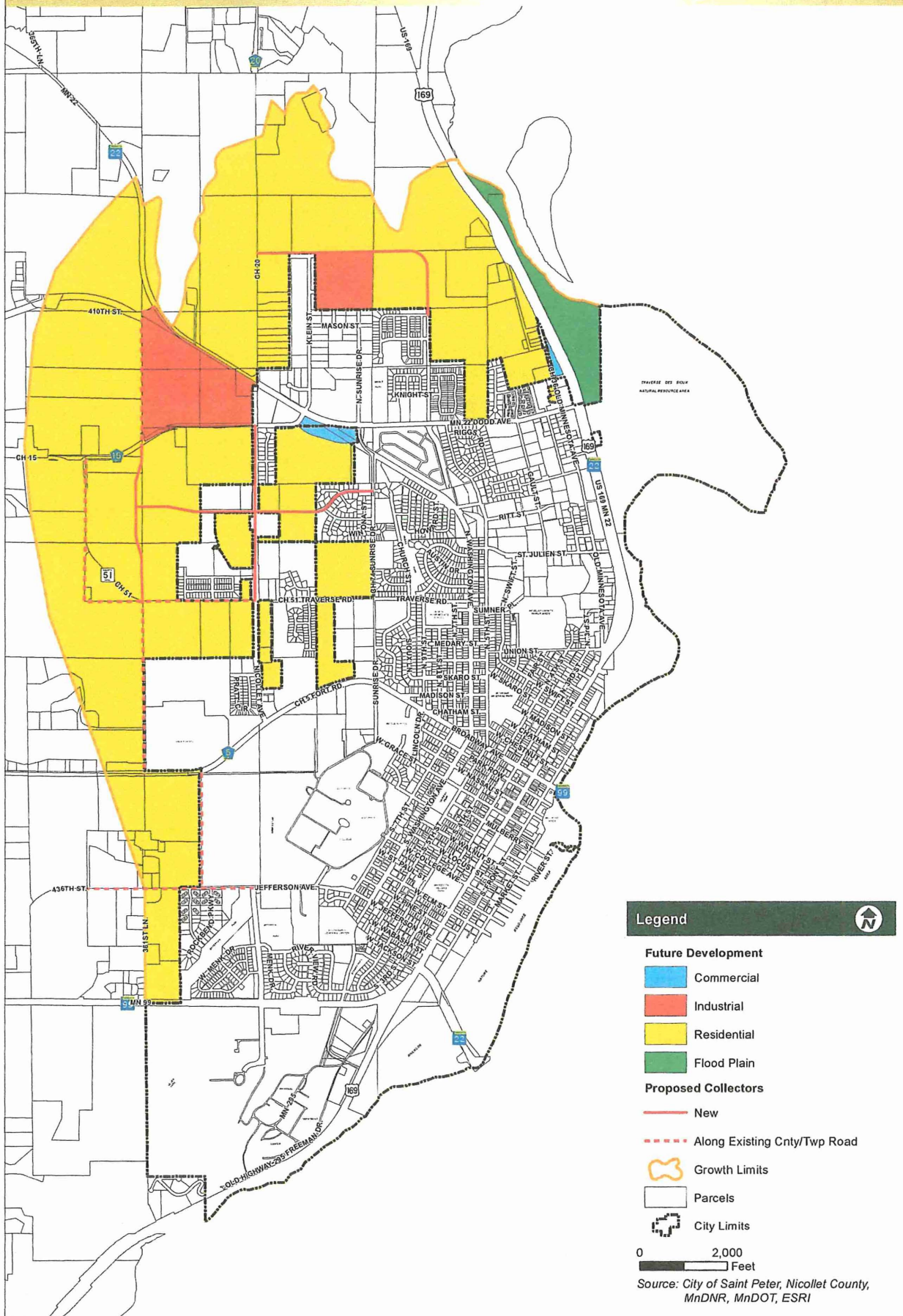


Legend

- LANDUSE**
- Single Family
 - 1-2 Family
 - Multi Family
 - Mobile Homes
 - Commercial
 - Parks
 - Institutional
 - Vacant
 - Industrial
 - Parcels
 - City Limits

0 1,500 Feet

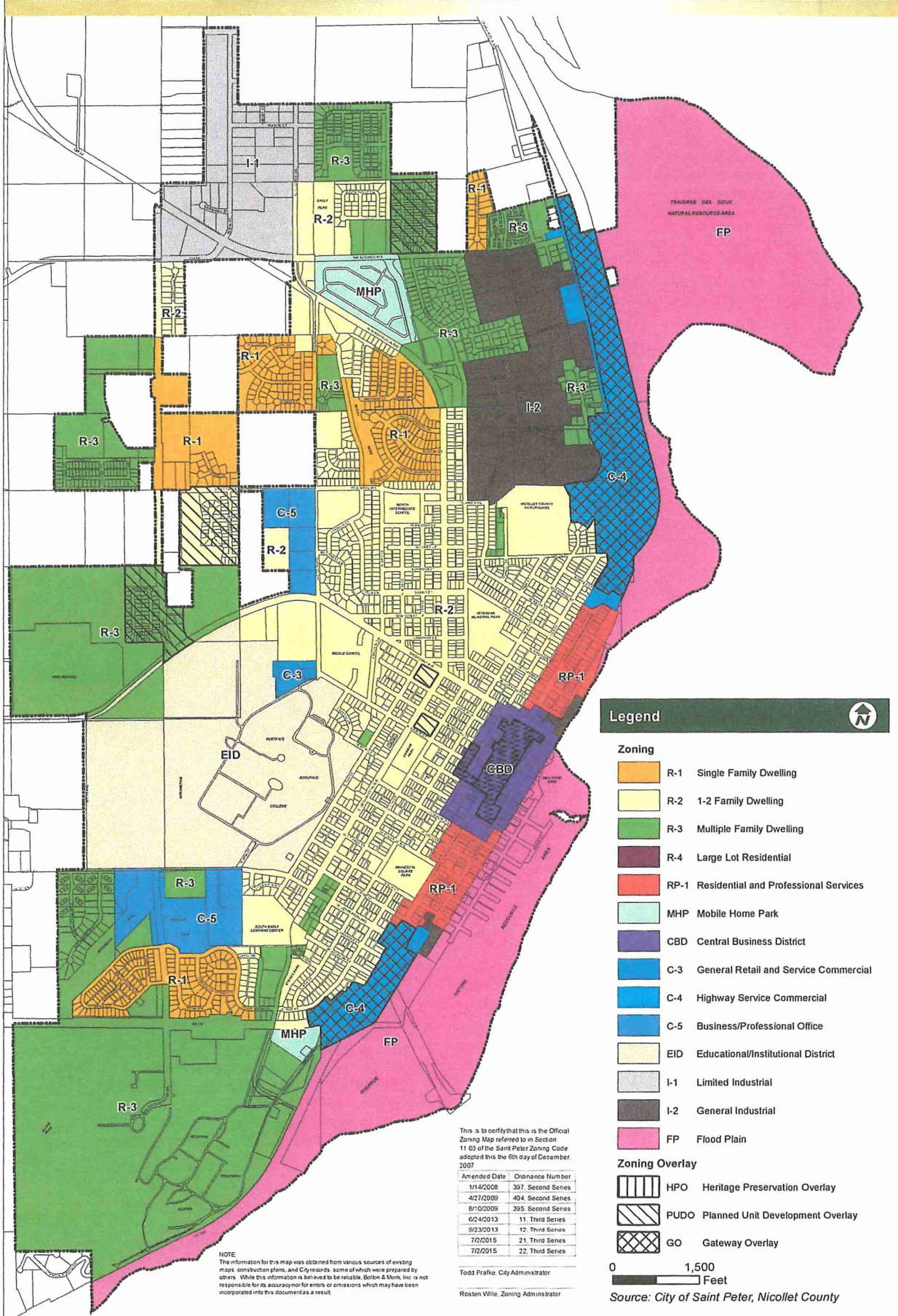
Source: City of Saint Peter, Nicollet County, MnDNR, MnDOT, ESRI



Legend

- Commercial
 - Industrial
 - Residential
 - Flood Plain
 - Proposed Collectors**
 - New
 - Along Existing Cnty/Twp Road
 - Growth Limits
 - Parcels
 - City Limits
- 0 2,000 Feet

Source: City of Saint Peter, Nicollet County, MnDNR, MnDOT, ESRI



Legend

- Zoning**
- R-1 Single Family Dwelling
 - R-2 1-2 Family Dwelling
 - R-3 Multiple Family Dwelling
 - R-4 Large Lot Residential
 - RP-1 Residential and Professional Services
 - MHP Mobile Home Park
 - CBD Central Business District
 - C-3 General Retail and Service Commercial
 - C-4 Highway Service Commercial
 - C-5 Business/Professional Office
 - EID Educational/Institutional District
 - I-1 Limited Industrial
 - I-2 General Industrial
 - FP Flood Plain
- Zoning Overlay**
- HPO Heritage Preservation Overlay
 - PUDO Planned Unit Development Overlay
 - GO Gateway Overlay

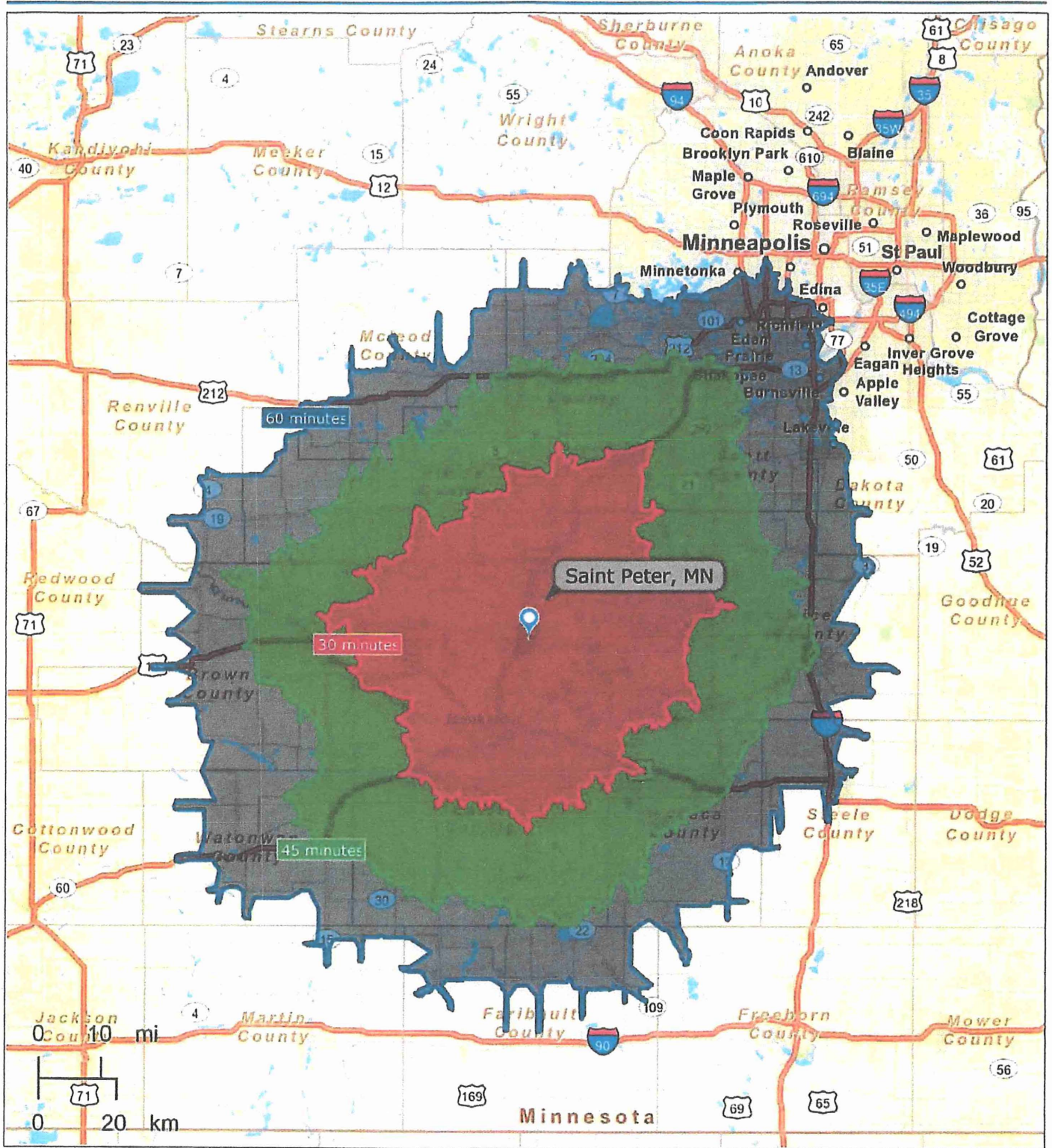
This is to certify that this is the Official Zoning Map referred to in Section 11.03 of the Saint Peter Zoning Code adopted this the 6th day of December, 2007.

Amended Date	Ordinance Number
1/14/2008	397, Second Series
4/27/2009	404, Second Series
8/10/2009	395, Second Series
6/24/2013	11, Third Series
9/23/2013	12, Third Series
7/2/2015	21, Third Series
1/2/2015	22, Third Series

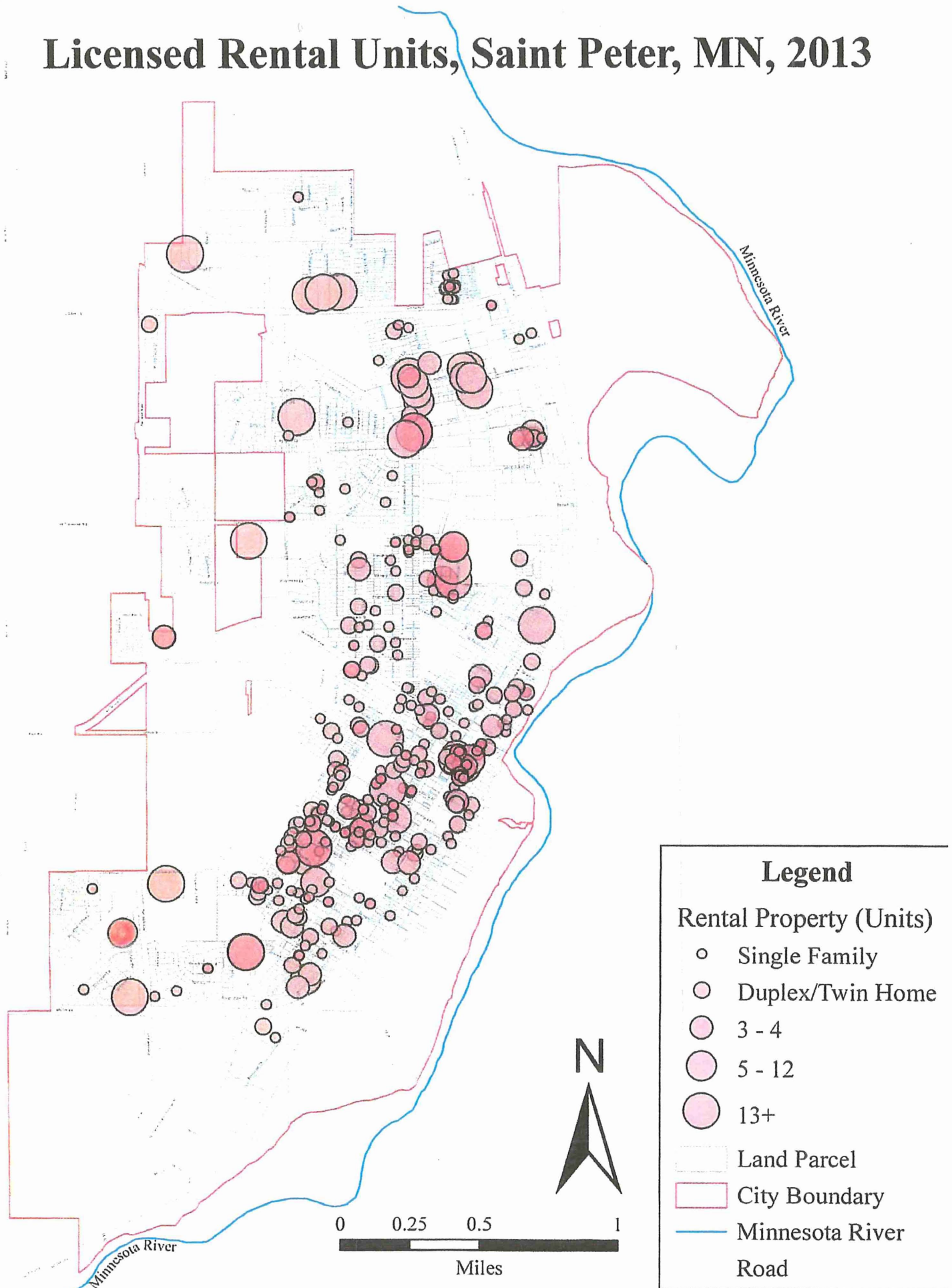
Todd Prahn, City Administrator
Rosten Wille, Zoning Administrator

NOTE
The information for this map was obtained from various sources of existing maps, construction plans, and City records, some of which were prepared by others. While this information is believed to be reliable, Bolton & Menk, Inc. is not responsible for its accuracy nor for errors or omissions which may have been incorporated into this document as a result.

0 1,500 Feet
Source: City of Saint Peter, Nicollet County

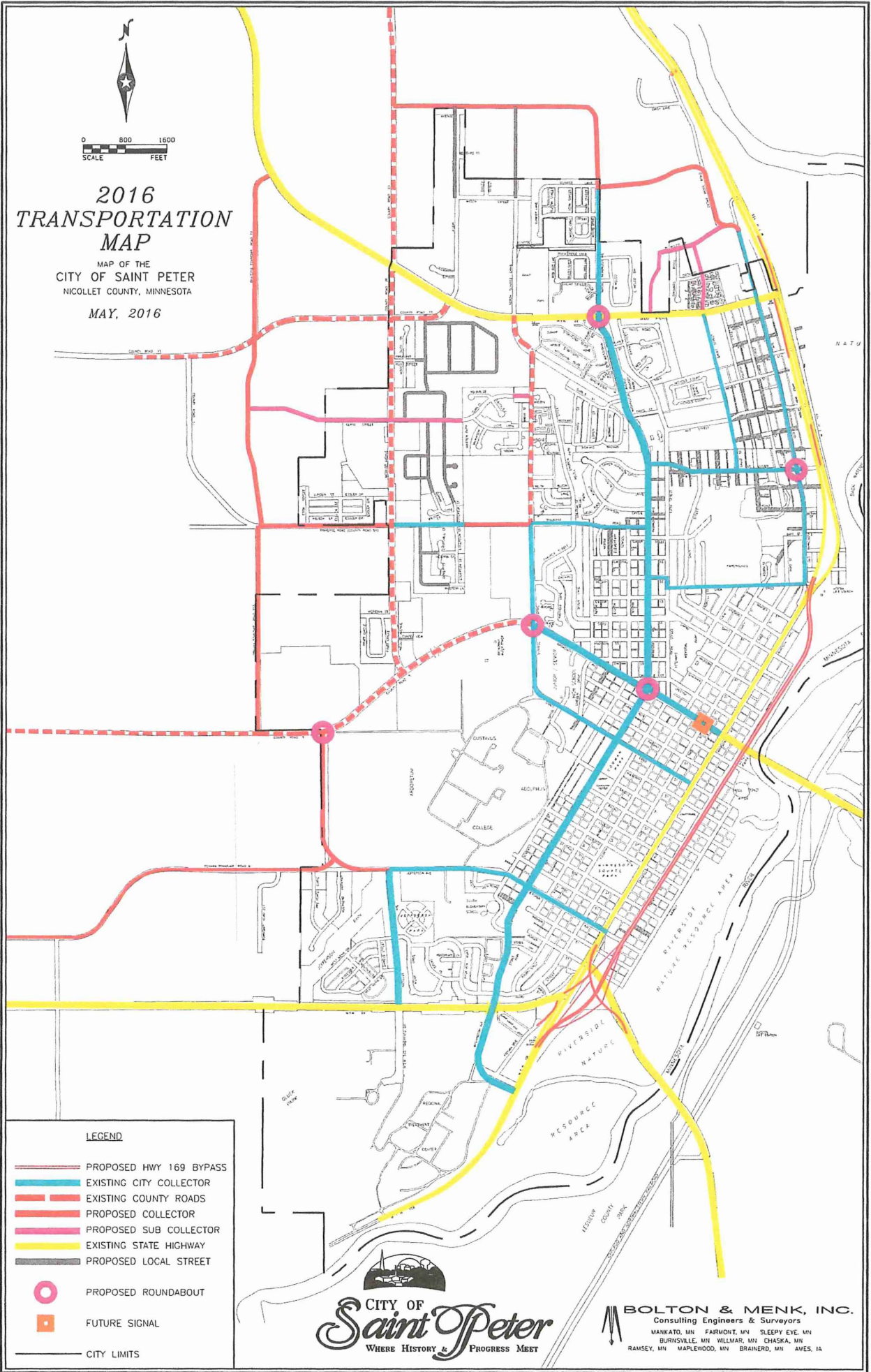


Licensed Rental Units, Saint Peter, MN, 2013





**2016
TRANSPORTATION
MAP**
MAP OF THE
CITY OF SAINT PETER
NICOLLET COUNTY, MINNESOTA
MAY, 2016



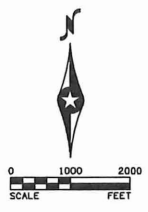
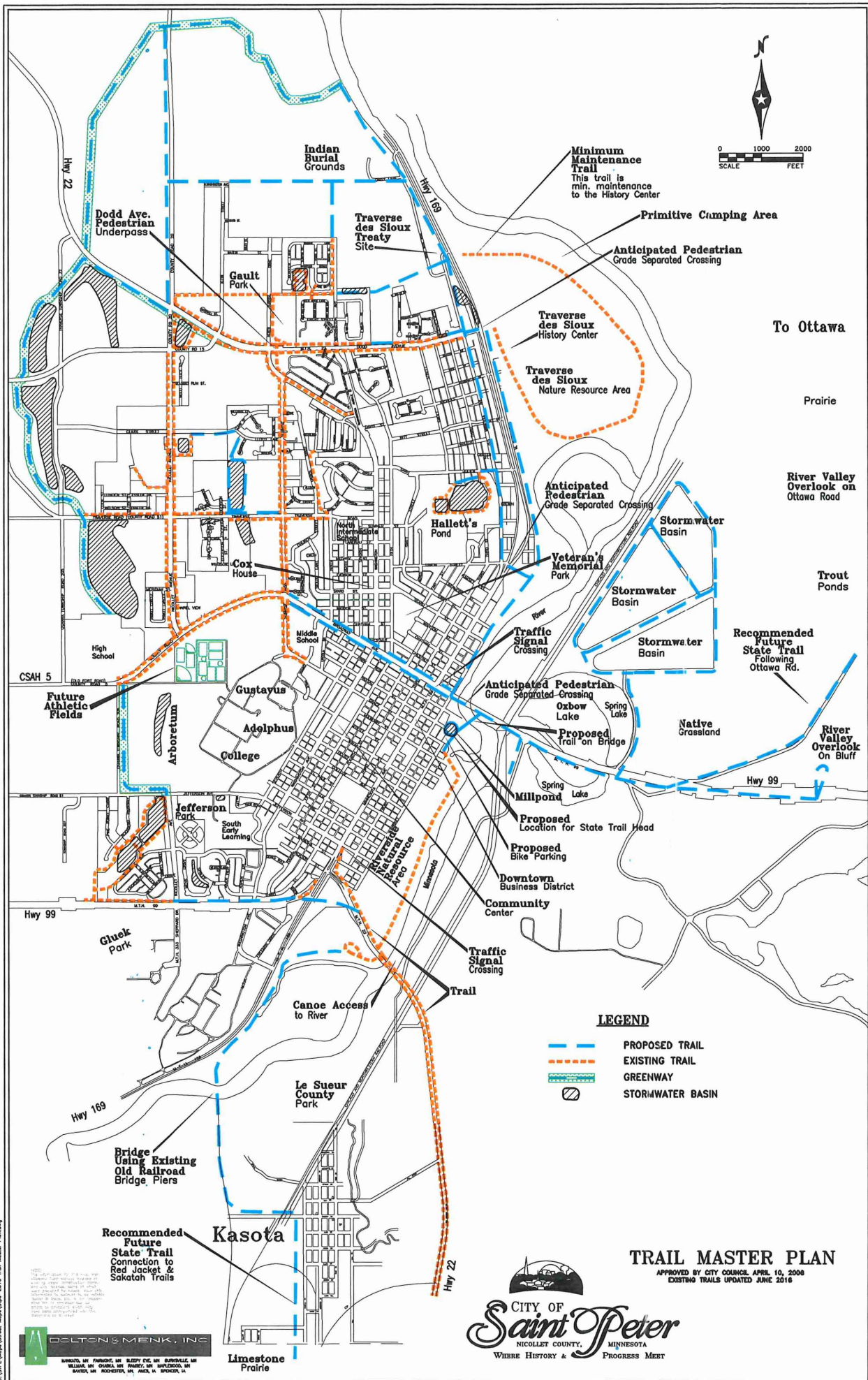
LEGEND

- PROPOSED HWY 169 BYPASS
- EXISTING CITY COLLECTOR
- EXISTING COUNTY ROADS
- PROPOSED COLLECTOR
- PROPOSED SUB COLLECTOR
- EXISTING STATE HIGHWAY
- PROPOSED LOCAL STREET
- PROPOSED ROUNDABOUT
- FUTURE SIGNAL
- CITY LIMITS



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RAMSEY, MN MAPLEWOOD, MN BRAINERD, MN AMES, IA

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LEGEND

- PROPOSED TRAIL
- EXISTING TRAIL
- GREENWAY
- STORMWATER BASIN

TRAIL MASTER PLAN
 APPROVED BY CITY COUNCIL APRIL 10, 2008
 EXISTING TRAILS UPDATED JUNE 2018

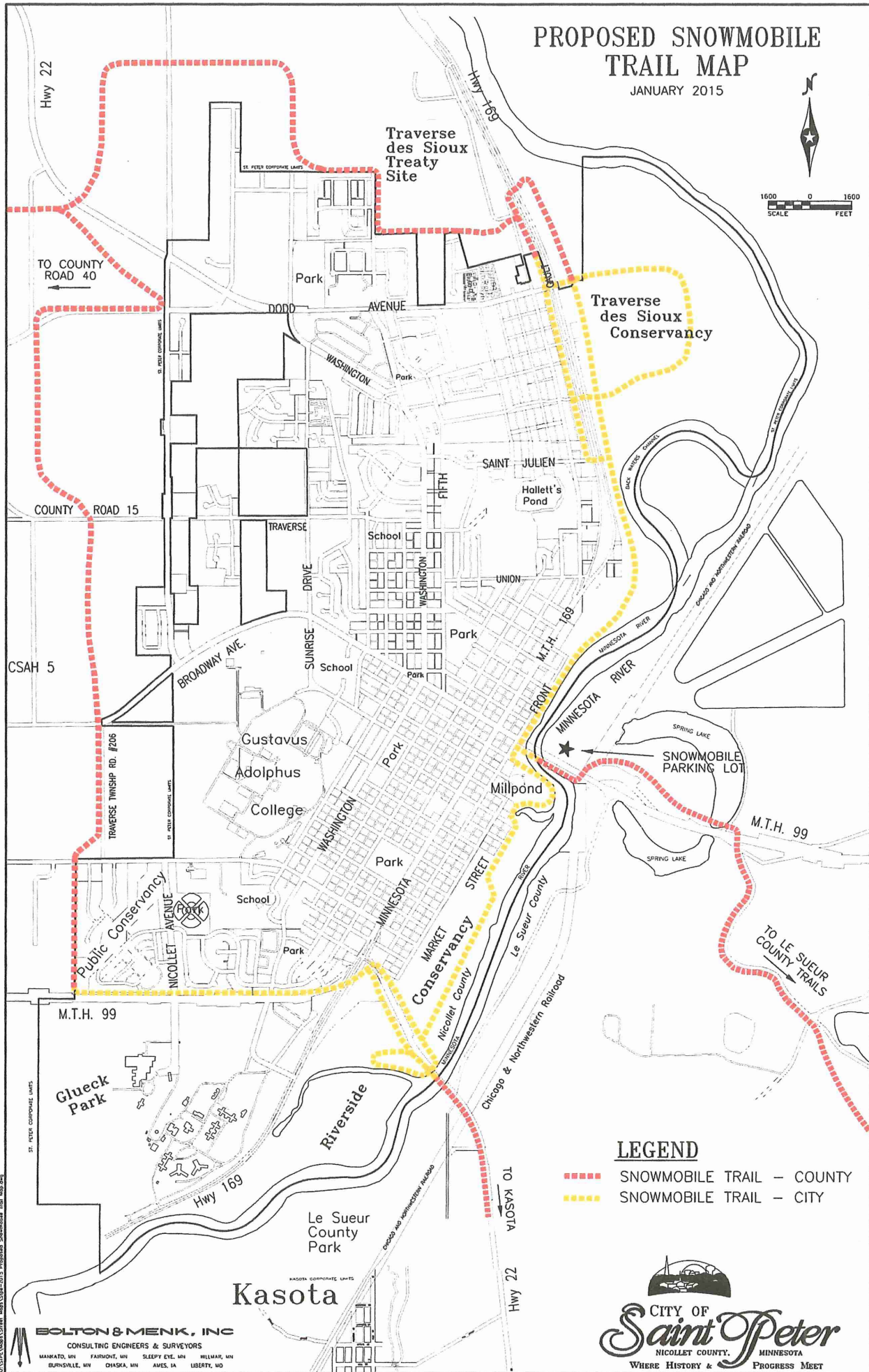
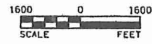


DOLTON & MENK, INC.
 1000 W. PARKWAY DR. SUITE 200, ST. CLOUD, MN 56301
 800.848.8888

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PROPOSED SNOWMOBILE TRAIL MAP

JANUARY 2015



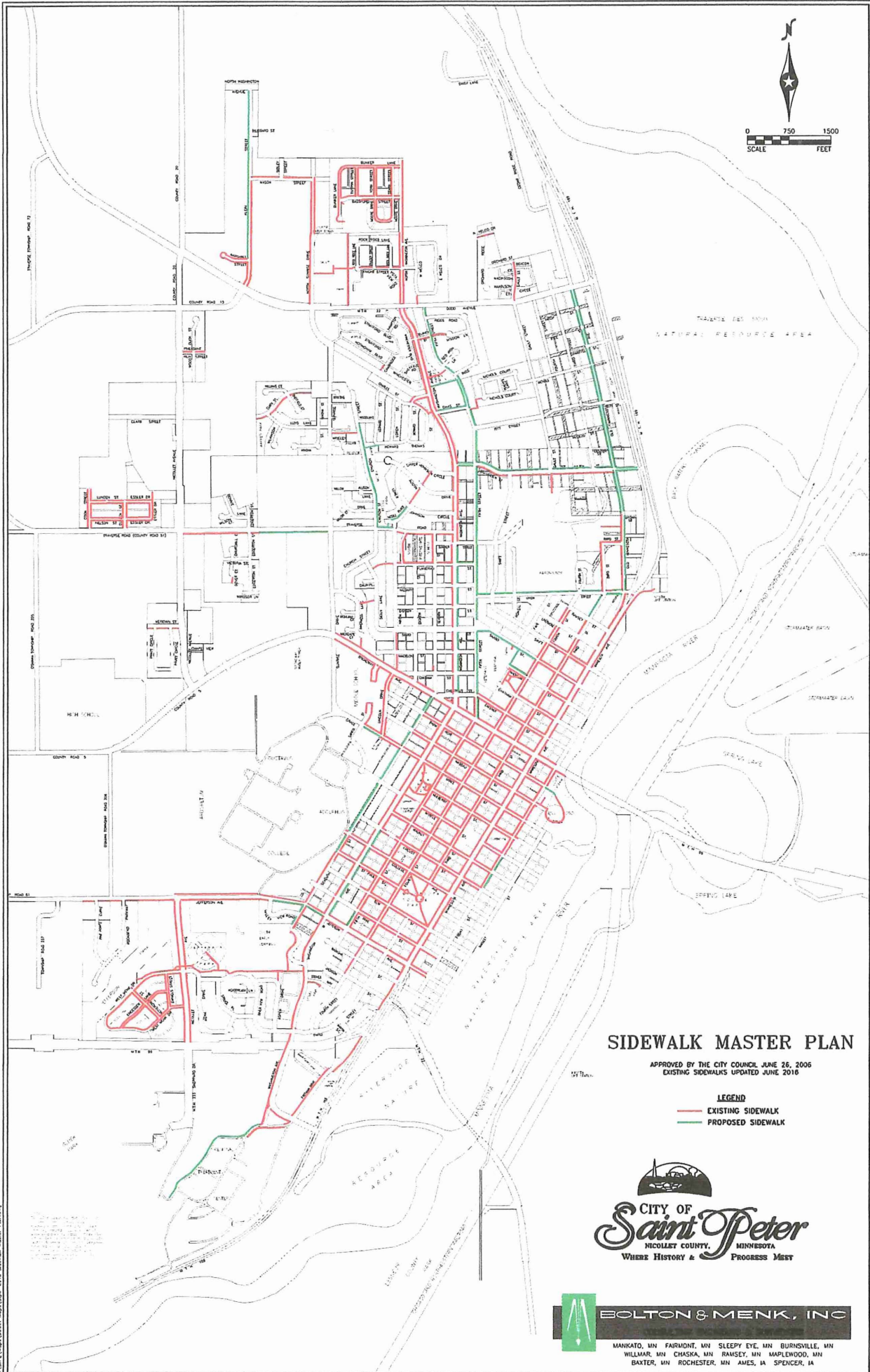
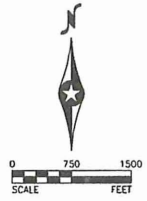
LEGEND

- - - SNOWMOBILE TRAIL - COUNTY
- - - SNOWMOBILE TRAIL - CITY

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SIDEWALK MASTER PLAN

APPROVED BY THE CITY COUNCIL JUNE 26, 2006
 EXISTING SIDEWALKS UPDATED JUNE 2016

- LEGEND**
- EXISTING SIDEWALK
 - PROPOSED SIDEWALK



MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN
 WILLMAR, MN CHASKA, MN RAINSEY, MN MAPLEWOOD, MN
 BAKER, MN ROCHESTER, MN AMES, IA SPENCER, IA