

# *City of Falcon Heights Planning Commission*

City Hall  
2077 W. Larpenteur Avenue

Tuesday, October 25, 2016  
7:00 p.m.

## **A G E N D A**

- A. CALL TO ORDER: 7:00 p.m.
- B. ROLL CALL:           Chair Larkin \_\_\_\_   Alexander \_\_\_\_  
                                  Murphy       \_\_\_\_   Bellemare \_\_\_\_  
                                  Williams     \_\_\_\_   Schafer     \_\_\_\_  
                                  Council Liaison Harris \_\_\_\_   Staff Liaison Moretto \_\_\_\_
- C. APPROVAL OF MINUTES for August 23, 2016
- D. AGENDA
- E. INFORMATION AND ANNOUNCEMENTS
- F. ADJOURN
- G. WORKSHOP – Comprehensive Plan Kick-Start

*If you have a disability and need accommodation in order to attend this meeting, please notify City Hall 48 hours in advance between the hours of 8:00 a.m. and 4:30 p.m. at 651-792-7600. We will be happy to help.*

**City of Falcon Heights  
Planning Commission Minutes  
August 23, 2016**

**PRESENT:** Commissioners Alexander, Bellemare, Larkin, Murphy, Schafer, Council Liaison Harris, Staff Liaison Moretto, City Attorney Soren Mattick

**ABSENT:** Commissioner Williams

The meeting was called to order at 7:15 p.m. by Chair Larkin.

**The minutes of the June 28<sup>th</sup>, 2016 meeting of the Planning Commission were approved.**

The Planning Commission, motioned by Chair Larkin, unanimously changed the order of the Public Hearing section of the agenda. The first Hearing item was moved to the last hearing item and was renumbered appropriately.

**PUBLIC HEARING:**

1. Resolution Vacate Easement 1728 Lindig St.

Chair Larkin opened the public hearing on this topic and opened the podium for comment.

Commissioner Murphy asked the applicant why they wished to have this easement vacated. Mary Volk of 1728 Lindig responded saying the easement is irrational because the only easements that exist in this area are the easements located on the applicants' property. The applicant would also like to clean-up errors. It would also clean-up the maps.

Commissioner Bellemare asked City Attorney Mattick if this property could be adversely reverred to the property owner. Mattick stated that public property is not subject to this procedure. With respect to this property the city does not own this property but has an easement which needs to be vacated. The best way to clean this up is to have a resolution doing so.

Commissioner Murphy asked Attorney Mattick if it would be one piece of land. Mattick stated that it would be one piece and the vacation does not create another piece. Murphy then asked if the city would benefit from the sale or gift. Mattick replied that it would not be a sale or gift. The city was given this when it was platted for the public use of it and since the city as determined that this is no longer of use it is to be vacated back to the owner.

Commissioner Alexander asked if an easement could be used on a single lot that is not connected to other lots with easements. Attorney Mattick stated that they, applicant could use it as it stands now. They could install utilities.

Chair Larkin made a last call for comments. There being none the hearing portion was closed and called for commissioner comments.

Chair Larkin asked if this will be a recommendation. Staff Liaison stated yes.

Chair Larkin called for a motion.

Commissioner Bellemare made the motion.

Commissioner Murphy made the second.

The Resolution 16-xx passed unanimously.

**Commissioner Schafer arrived at 7:30**

2. Resolution Vacate Easement 1725 Fairview St.

Chair Larkin opened the public hearing on this topic and opened the podium for comment.

Chair Larkin asked if this was similar to the other Resolution. Staff stated it was.

Chair Larkin asked if anyone would like to speak.

Shirley Reider, applicant, of 1725 Fairview St. stated they owned the property and they wanted to clean this up because they are an attorney and does their own title work. It is cumbersome and removing the easement will fix this.

Chair Larkin made a last call for comments. There being none the hearing portion was closed and called for commissioner comments.

Commissioner Alexander commented on the condition of the low elevation in the area and drainage might be an issue. The commissioner asked the applicant as to the issue with the lots north of Lindig.

The applicant stated they thought it was a walkway but this is not an issue for this easement. Staff agreed.

Commissioner Murphy asked for the short history of the easement.

Staff stated this was done as a condition of subdivision of the lot in the 1960's.

Commissioner Murphy asked about sidewalk easement and if they were related.

Staff stated they are not.

Chair Larkin called for a motion.

Commissioner Murphy made a motion.

Commissioner Bellemare second.

The Resolution 16-xx passed unanimously.

3. Ordinance Amending Sec. 113-37 opt-out of Minnesota statutes, Section 462.3593

Chair Larkin asked staff to introduce the topic.

Staff stated that the ordinance presented opted the city out of the MNSS 462.3593. Staff referred further analysis to the City Attorney.

Attorney Mattick summarized the issue as the State Legislature passed a statute for a secondary, temporary, dwelling unit on a parcel of property that override city ordinances regarding secondary dwelling units. Mattick recommended the city opt-out as many other cities have. He stated that there are questions that need to be answered before considering this kind of development. It is Mattick's opinion that this is more of a rural oriented land use.

Commissioner Murphy asked about the history of this. Was it a grant or conceived in a particular way?

Attorney Mattick was unsure but finds similarities between Segway's and their classification.

Commissioner Alexander commented that these might be granny pods or something similar.

Attorney Mattick agreed that this is along the granny pod concept.

Commissioner Alexander asked if it was connected to services

Attorney Mattick stated that it would be a speculation to guess.

Commissioner Murphy asked when this statute takes effect.

Staff stated September 1<sup>st</sup>. The earliest the ordinance would take effect would be the next Council meeting.

Chair Larkin was confused about the wording of the statute regarding requirements.

Attorney Mattick stated that this is meant for family members or their caregivers. This could not be a business.

Commissioner Murphy stated that it seems like a lot of lots in Falcon Heights would not qualify for something like this.

Staff agreed that more time is needed to analyze the issue. Staff referred to our current code on secondary units. We are concerned with possible rental units in R-1.

Commissioner Alexander suggests that we continue to look at this issue of secondary units. Increasing density would be a good thing.

Chair Larkin opened the public hearing on this topic and opened the podium for comment.

Chair Larkin made a last call for comments. There being none the hearing portion was closed and called for commissioner comments.

Commissioner Murphy made a motion.

A second motion was made.

Chair Larkin called for final discussion.

Commissioner Schafer asked about AirBnBs. Is this being considered.

Chair Larkin also as looked into this.

Staff knows about this but is currently under review for consideration.

Commissioner Schafer ask if this will be discussed in the future

Staff thinks this is a topic of interest.

Attorney Mattick stated that it would not be AirBnB specific but would be a duration question of licensing. A question would be enforcement and would that would work. Sometimes rental is not compatible in some areas.

Commissioner Schafer is states that we can go to the website to find out or other sources.

The Ordinance 16-xx passed unanimously.

## **INFORMATION AND ANNOUNCEMENTS:**

**Community Forum: None**

**ADJOURNMENT:** The meeting was adjourned at 8:30 p.m.

Respectfully submitted,

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Paul Moretto  
Community Development Coordinator

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John Larkin  
Chair – Planning Commission

# COMMUNITY PAGES

## FALCON HEIGHTS

### STATUS TRACKER

Status trackers identify Council review deadlines, Committee meeting dates, and show the movement of your project through our process. The time line starts when you submit your plan update or amendment online and appears for the 2040 Comprehensive Plan Update and any in-progress Comprehensive Plan Amendments.

### 2040 Comprehensive Plan Update

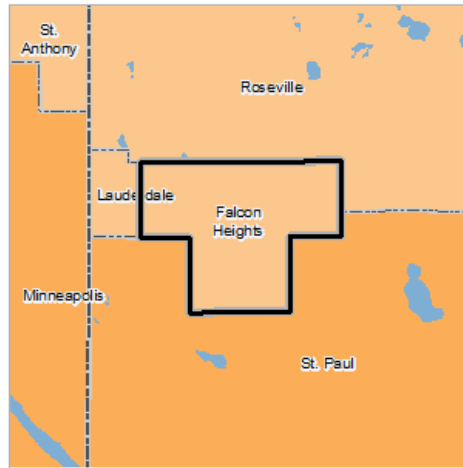


### FORECASTS AND COMMUNITY DESIGNATIONS

The Council updates its 30-year forecasts at least once per decade. Forecasts indicate when, where and how much population, household and job growth the region and its communities can expect. Forecasts are used to help plan infrastructure needs and weave consistent growth expectations throughout your plan. These are your recent adopted forecasts.

Forecast Year	Population	Households	Employment
2010	5,321	2,131	5,298
2020	5,300	2,200	5,800
2030	5,300	2,200	6,100
2040	5,300	2,200	6,400

**Falcon Heights is designated as Urban.** (Look under Council Policy tab at the bottom for specific policy for each designation.)



Falcon Heights, Community Designation Map  
(Click on the image for larger map)

### ALLOCATION OF AFFORDABLE HOUSING NEED

The Need reflects what share of forecasted regional household growth will make less than a set threshold of income and therefore need affordable housing. The Allocation is the determination of each community's share of this regional need and the first step in helping to determine the housing goals and objectives in local comprehensive plans.

The Region's Total Need for Affordable Housing for 2021 – 2030 is 37,900 units. **Falcon Heights's 2021 – 2030 Allocation of Need is 0 units.**

<b>Sector Rep(s)</b>	Eric Wojchik
<b>District</b>	10
<b>Council Member(s)</b>	Marie McCarthy

Affordable Housing Need Allocation	
AtOrBelow30AMI	0
From31to50AMI	0
From51to80AMI	0
<b>Total Units</b>	<b>0</b>
<i>AMI = Area Median Income</i>	

### SEWER ALLOCATION FORECASTS

Your community-wide household, population and employment forecasts have been allocated based on the wastewater system serving your community. This allocation must be used in projecting future wastewater flows and system capacity to plan for additional infrastructure needs.

Forecast Year	Forecast Component	Population	Households	Employment
2010	MCES Sewered	5,321	2,131	5,298
2010	Unsewered	0	0	0
2020	MCES Sewered	5,300	2,200	5,800
2020	Unsewered	0	0	0

2030	MCES Sewered	5,300	2,200	6,100
2030	Unsewered	0	0	0
2040	MCES Sewered	5,300	2,200	6,400
2040	Unsewered	0	0	0

## ONLINE PLAN SUBMITTAL

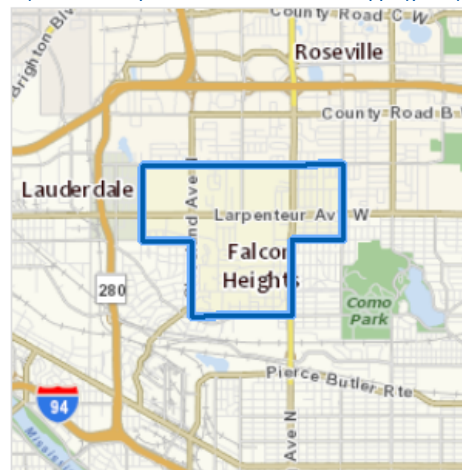
You can now submit your comprehensive plan update and amendments online! Just complete a quick registration and login and you can simply upload your plan directly to us. The online submittal works for informal plan review, supplemental information, the 2040 comprehensive plan update and for plan amendments. Click for more details on [how to use the online submittal tool](#), [requirements for submitting comprehensive plan amendments](#) and [comprehensive plan update submittal requirements](#). Hard copy or digital (CD) submittals are still accepted.

[Maps/Tables](#)
[Council Policy](#)
[Planning Process](#)
[Grants](#)
[Other Resources](#)
[Generalized Land Use Table](#)
[Affected Jurisdictions List](#)
[Existing Housing Assessment](#)
[Link to Community Profiles Page](#)
[Download your Community Shapefiles](#)

### Maps

[Community Designation Map \(pdf\) \(jpg\)](#)
[Generalized Land Use Map \(pdf\) \(jpg\)](#)
[Owner Occupied Housing Values Map \(pdf\) \(jpg\)](#)
[Functional Class Road Map \(pdf\) \(jpg\)](#)
[Regional Bicycle Transportation Network Map \(pdf\) \(jpg\)](#)
[Groundwater Level Monitoring Wells Map \(pdf\) \(jpg\)](#)
[Long-term Service Areas Map \(pdf\) \(jpg\)](#)
[MCES Sanitary Sewer Meter Service Areas \(pdf\) \(jpg\)](#)
[Public Water Supply \(pdf\) \(jpg\)](#)
[Surface Water Ground Water Interaction \(pdf\) \(jpg\)](#)
[Surface Water Resources \(pdf\) \(jpg\)](#)
[Regional Parks System Map \(pdf\) \(jpg\)](#)

(Click on map below for interactive mapping tool)



# 2015 SYSTEM STATEMENT

System Statement Issue Date:



METROPOLITAN  
COUNCIL



# 2015 SYSTEM STATEMENT FOR CITY OF FALCON HEIGHTS

September 17, 2015

## Regional Development Plan Adoption

In May 2014, the Metropolitan Council adopted *Thrive MSP 2040*. Following adoption of *Thrive*, the Council adopted the *2040 Transportation Policy Plan*, the *2040 Regional Parks Policy Plan*, the *2040 Water Resources Policy Plan*, and the *2040 Housing Policy Plan*. The Metropolitan Council is now issuing system statements pursuant to [State statute](#).

Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and, as necessary, amend its comprehensive plan within the next three years, by the end of 2018. The complete text of *Thrive MSP 2040* as well as complete copies of the recently adopted metropolitan system and policy plans are available for viewing and downloading at <http://www.metrocouncil.org/Communities/Planning.aspx>. Paper copies are available by calling the Council's Data Center at 651-602-1140.

## System Statement Definition

Metropolitan system plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for metropolitan wastewater services, transportation, and regional recreation open space. System statements explain the implications of metropolitan system plans for each individual community in the metropolitan area. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

*Within nine months after receiving a system statement for an amendment to a metropolitan system plan, and within three years after receiving a system statement issued in conjunction with the decennial review required under section 473.864, subdivision 2, each affected local governmental unit shall review its comprehensive plan to determine if an amendment is necessary to ensure continued conformity with metropolitan system plans. If an amendment is necessary, the governmental unit shall prepare the amendment and submit it to the council for review.*

Local comprehensive plans, and amendments thereto, will be reviewed by the Council for conformance to metropolitan system plans, consistency with Council policies, and compatibility with adjacent and affected governmental units. Updated local comprehensive plans are due to the Council for review by December 31, 2018.

## What is in this System Statement

The system statement includes information specific to your community, including:

- your community designation or designation(s);
- forecasted population, households, and employment through the year 2040;
- guidance on appropriate densities to ensure that regional services and costly regional infrastructure can be provided as efficiently as possible.
- affordable housing need allocation;

In the following sections, this system statement contains an overview of each of the system plan updates and specific system changes that affect your community. The sections are:

- Transportation, including metropolitan highways, aviation, and transit
- Water Resources, including wastewater, surface water, and water supply planning
- Regional parks and trails

## **Dispute Process**

If your community disagrees with elements of this system statement, or has any questions about this system statement, please contact your Sector Representative, Eric Wojchik, at 651-602-1330, to review and discuss potential issues or concerns.

The Council and local government units and districts have usually resolved issues relating to the system statement through discussion.

## ***Request for Hearing***

If a local governmental unit and the Council are unable to resolve disagreements over the content of a system statement, the unit or district may, by resolution, request that a hearing be conducted by the Council's Land Use Advisory Committee or by the State Office of Administrative Hearings for the purpose of considering amendments to the system statement. According to Minnesota Statutes section 473.857, the request shall be made by the local governmental unit or school district within 60 days after receipt of the system statement. If no request for a hearing is received by the Council within 60 days, the statement becomes final.

## Regional Development Guide

The Council adopted [Thrive MSP 2040](#) as the new regional development guide on May 28, 2014. *Thrive* identifies five outcomes that set the policy direction for the region's system and policy plans. Building on our region's history of effective **stewardship** of our resources, *Thrive* envisions a **prosperous, equitable, and livable** region that is **sustainable** for today and generations to come. The Council is directing its operations, plans, policies, programs, and resources toward achieving this shared long-term vision.



Three principles define the Council's approach to implementing regional policy: **integration, collaboration, and accountability**. These principles reflect the Council's roles in integrating policy areas, supporting local governments and regional partners, and promoting and implementing the regional vision. The principles define the Council's approach to policy implementation and set expectations for how the Council interacts with local governments.

*Thrive* also outlines seven land use policies and community designations important for local comprehensive planning updates. The land use policies establish a series of commitments from the Council for local governments and uses community designations to shape development policies for communities. Community designations group jurisdictions with similar characteristics based on Urban or Rural character for the application of regional policies. Together, the land use policies and community designations help to implement the region's vision by setting expectations for development density and the character of development throughout the region.

### Community Designation

Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth. If there are discrepancies between the *Thrive MSP 2040* Community Designations Map and the Community Designation map contained herein because of adjustments and refinements that occurred subsequent to the adoption of *Thrive*, communities should follow the specific guidance contained in this System Statement.

*Thrive* identifies Falcon Heights with the community designation of Urban (Figure 1). Urban communities experienced rapid development during the post-World War II era, and exhibit the transition toward the development stage dominated by the influence of the automobile. Urban communities are expected to plan for forecasted population and household growth at average densities of at least 10 units per acre for new development and redevelopment. In addition, Urban communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the *2040 Transportation Policy Plan*.

Specific strategies for Urban communities can be found on Falcon Heights' [Community Page](#) in the [Local Planning Handbook](#).

### Forecasts

The Council uses the forecasts developed as part of *Thrive* to plan for regional systems. Communities should base their planning work on these forecasts. Given the nature of long-range forecasts and the planning timeline undertaken by most communities, the Council will maintain on-going dialogue with

communities to consider any changes in growth trends or community expectations about growth that may have an impact on regional systems.

The *Thrive* forecasts for population, households, and employment for your community are:

	2010 (actual)	2014 (est.)	2020	2030	2040
Population	5,321	5,398	5,300	5,300	5,300
Households	2,131	2,156	2,200	2,200	2,200
Employment	5,298	4,650	5,800	6,100	6,400

### *Housing Policy*

The Council adopted the [Housing Policy Plan](#) on December 10, 2014, and amended the plan on July 8, 2015. The purpose of the plan is to provide leadership and guidance on regional housing needs and challenges and to support *Thrive MSP 2040*. The *Housing Policy Plan* provides an integrated policy framework to address housing challenges greater than any one city or county can tackle alone.

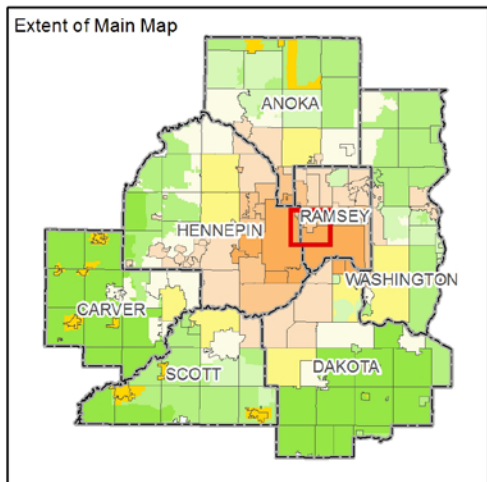
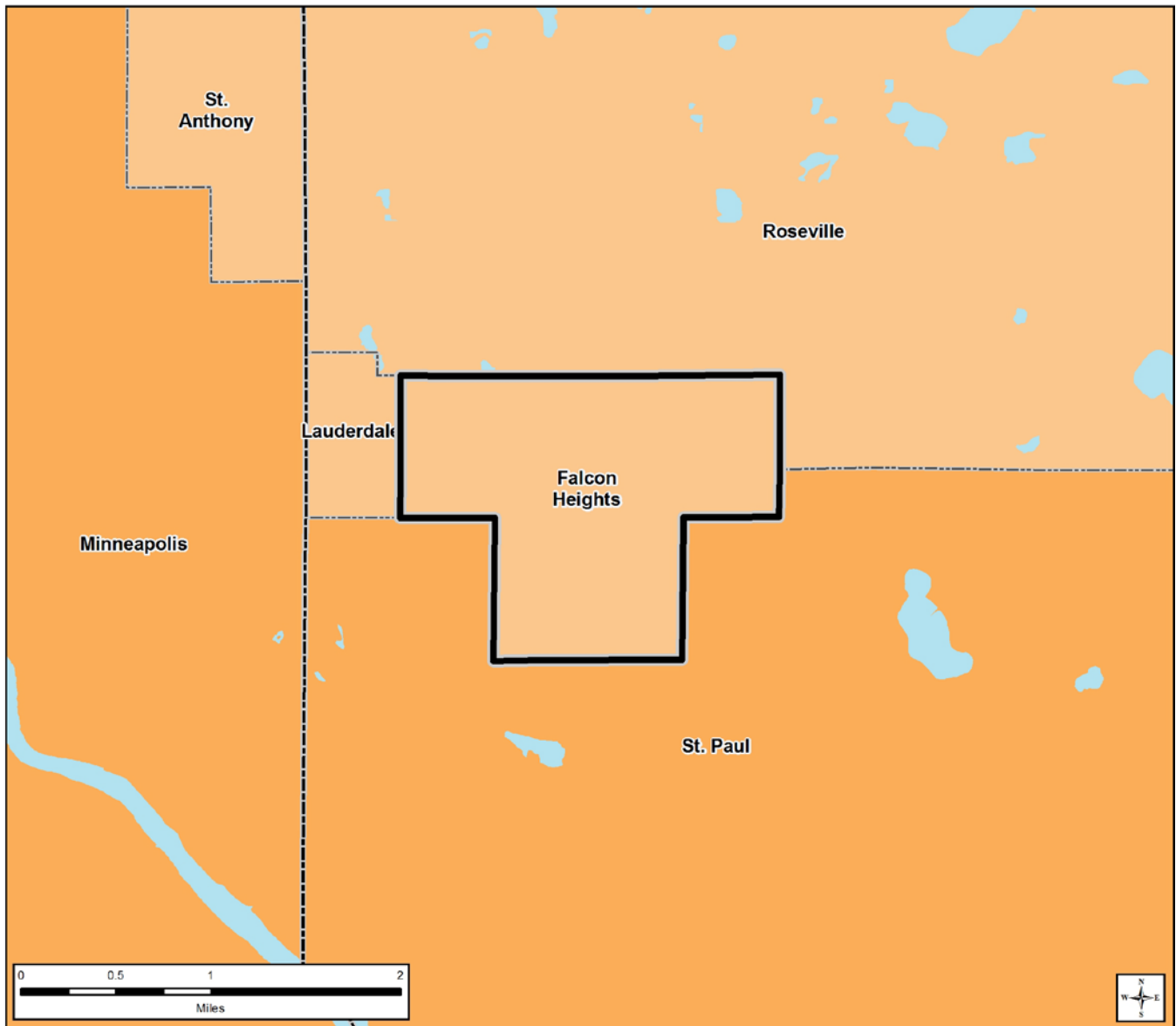
Consistent with state statute (Minn. Stat. 473.859, subd. 2(c) and subd. 4), communities must include a housing element and implementation program in their local comprehensive plans that address existing and projected housing needs.

The Council has also determined the regional need for low and moderate income housing for the decade of 2021-2030 (see Part III and Appendix B in the Housing Policy Plan).

The Council has determined that Falcon Heights does not have a share of the region’s need for low and moderate income housing.

Specific requirements for the housing element and housing implementation programs of local comprehensive plans can be found in the [Local Planning Handbook](#).

Figure 1. Falcon Heights Community Designation



**Community Designations**

- Outside Council planning authority
- Agricultural
- Rural Residential
- Diversified Rural
- Rural Center
- Emerging Suburban Edge
- Suburban Edge
- Suburban
- Urban
- Urban Center

- County Boundaries
- City and Township Boundaries
- Lakes and Major Rivers

# TRANSPORTATION SYSTEM STATEMENT

*City of Falcon Heights*

The *2040 Transportation Policy Plan (TPP)* is the metropolitan system plan for highways, transit, and aviation to which local comprehensive plans must conform. This system statement summarizes significant changes to these three systems, as well as other changes made to the *Transportation Policy Plan* since the last *2030 TPP* was adopted in 2010, and highlights those elements of the system plan that apply specifically to your community. The *TPP* incorporates the policy direction and the new 2040 socio economic forecasts adopted by the Metropolitan Council in the *Thrive MSP 2040*, and extends the planning horizon from 2030 to 2040.

## Federal Requirements

The *TPP* must respond to requirements outlined in state statute, as well as federal law, such as some new requirements included in the federal law known as the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). For instance, metropolitan transportation plans must now be performance based, so the *TPP* now includes goals, objectives, and strategies outlined in chapter 2. In previous versions of the *TPP* the strategies were known as policies; while some are new, the wording of many strategies are similar to the wording of policies in previous plans. Performance measurements for this plan are also discussed in Chapter 12, Federal Requirements.

Federal law requires the long range plan to identify regionally significant transportation investments expected to be made over the next two decades, and to demonstrate that these planned investments can be afforded under the plan's financial assumptions. Both costs and available revenues have changed since the last plan was adopted in 2010, resulting in many changes in the plan. Federal law does allow the plan to provide a vision for how an increased level of transportation revenue might be spent if more resources become available, but the programs or projects identified in this scenario are not considered part of the approved plan.

The *TPP* includes two funding scenarios for the metropolitan highway and transit systems: the "Current Revenue Scenario" and the "Increased Revenue Scenario."

- The **Current Revenue Scenario** represents the fiscally constrained regional transportation plan, which assumes revenues that the region can reasonably expect to be available based on past experience and current laws and allocation formulas.
- The **Increased Revenue Scenario** represents an illustration of what be achieved with a reasonable increase in revenues for transportation.

Under the Metropolitan Land Planning Act, local comprehensive plans are expected to conform to the Current Revenue Scenario, which is the official metropolitan system plan. Potential improvements in the Increased Revenue Scenario can be identified separately in local plans as unfunded proposals. A more detailed description of how to handle the various improvements in this category is included under Other Plan Considerations.

In addition to reviewing this system statement, your community should consult the entire *2040 Transportation Policy Plan* to ensure that your community's local comprehensive plan and plan amendments conform to the metropolitan transportation system plan. Chapter 3, Land Use and Local Planning, has been expanded and all communities should carefully review this chapter. A PDF file of

the entire *2040 Transportation Policy Plan* can be found at the Metropolitan Council's website: [http://www.metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TPP-\(1\).aspx](http://www.metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1).aspx). The format of the plan is slightly different than past *Transportation Policy Plans*. An introductory Overview, Chapter 1: Existing System and Chapter 10: Equity and Environmental Justice have been added to this version of the *TPP*, in addition to the changes noted in the first paragraph. Please note some modifications have been made to the appendices as well.

## **Key Changes in the 2040 Transportation Policy Plan**

Adopted by the Metropolitan Council in January 2015, the revised *2040 Transportation Policy Plan* incorporates the following changes:

### **Metropolitan Highway System - Chapter 5**

The Metropolitan Highway System is made up of principal arterials, shown in Fig 1-1 of the *TPP* and also attached to this system statement. Although no new highways have been added to this system in the *2040 TPP*, the last incomplete segment of this system, TH 610, is now under construction in Maple Grove.

- The *TPP* acknowledges that congestion cannot be eliminated or greatly reduced. The region's mobility efforts will need to focus on managing congestion and working to provide alternatives. The majority of resources available between now and 2040 will be needed for preservation, management and operation of the existing highway system.
- Due to increased costs and decreased revenue expectations, many long-planned major projects to add general purpose highway lanes are not in this fiscally constrained plan. While the preservation, safety, and mobility needs of these corridors are recognized, investments in these corridors will be focused on implementing traffic management strategies, lower cost-high benefit spot mobility improvements, and implementing MnPASS lanes. Some specific projects have been identified in this plan, but funding has primarily been allocated into various investment categories rather than specific projects. The highway projects specifically identified in the Current Revenue Scenario are shown in Figure 5-8 of the *TPP* which is also attached to this system statement.
- Modifications were made to *Appendix D - Functional Classification Criteria*, and *Appendix F – Highway Interchange Requests*. *Appendix C – Project List* is new and contains all of the transit and highway projects that have been identified between 2014 and 2023.

### **Transit System - Chapter 6**

The transit system plan provides an overview of the basic components of transit planning, including demographic factors, transit route and network design factors and urban design factors that support transit usage. Local governments have the primary responsibility for planning transit-supportive land use, through their comprehensive planning, and subdivision and zoning ordinances.

- The *TPP* includes updated Transit Market Areas (shown in *TPP* Figure 6-3, also attached) which reflect 2010 Census information and an updated methodology that better aligns types and levels of transit service to expected demand. These market areas identify the types of transit services that are provided within each area.
- The *TPP* includes limited capital funding for transit expansion and modernization. Opportunities primarily exist through competitive grant programs such as the regional solicitation for US DOT

funding. These opportunities are guided by the strategies in the *TPP* and the various elements of the Transit Investment Plan.

- The *TPP* includes an updated transitway system plan that more clearly articulates which projects can be funded within reasonable revenue expectations through year 2040 (Current Revenue Scenario as shown in *TPP* Figure 6-8, which is also attached). The plan includes five new or expanded METRO lines, three new arterial bus rapid transit lines, and three corridors under study for mode and alignment but identified in the Counties Transit Improvement Board's (CTIB) Phase I Program of Projects. This system was developed in collaboration with CTIB, a major partner in regional transitway expansion.
- The *TPP* does not include operating funding for transit service expansion beyond the existing network of regular route bus, general public dial-a-ride, and Metro Vanpool.
- The Increased Revenue Scenario (shown *TPP* Figure 6-9, which is also attached) illustrates the level of expansion for the bus and support system and transitway system that might be reasonable if additional revenues were made available to accelerate construction of the transitway vision for the region.
- The plan includes updated requirements and considerations for land use planning around the region's transit system. This includes new residential density standards for areas near major regional transit investments and an increased emphasis on proactive land use planning in coordination with the planning of the transit system.

### **Aviation System - Chapter 9**

The Metropolitan Aviation System is comprised of nine airports (shown in Figure 1-9 of the *TPP* and also attached to this system statement) and off-airport navigational aids. There are no new airports or navigational aids that have been added to the system in the *2040 TPP*.

- The *TPP* discusses the regional airport classification system as well as providing an overview of roles and responsibilities in aviation for our regional and national partners. The investment plan includes an overview of funding sources for projects, and an overview of projects proposed for the local airports that will maintain and enhance the regional airport system.
- Modifications were made to *Appendix I – Regional Airspace*, *Appendix J – Metropolitan Airports Commission Capital Investment Review Process*, *Appendix K – Airport Long Term Comprehensive Plans* and *Appendix L – Aviation Land Use Compatibility*.

### **Other Plan Changes**

#### **Regional Bicycle Transportation Network - Chapter 7**

The *2040 TPP* encourages the use of bicycles as a mode of transportation. To that end, the *TPP* establishes for the first time a Regional Bicycle Transportation Network (RBTN). The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails that complement each other to most effectively improve conditions for bicycle transportation at the regional level. Cities, counties, and parks agencies are encouraged to plan for and implement future bikeways within and along these designated corridors and alignments to support the RBTN vision.



## Freight - Chapter 8

Most aspects of freight movement are controlled by the private sector, so unlike other sections of the *TPP*, there is not a specific plan adopted for future public sector investment in freight facilities. However, the discussion of the need for a safe and efficient multimodal freight system has been updated and expanded in the *TPP* to recognize challenges and opportunities for freight movement as well as the future direction of freight by mode. It acknowledges the closure of the Minneapolis Upper Harbor in 2015, leaving St Paul and Shakopee as the region’s major barge terminal areas in the future. The plan also acknowledges the increase of trains since 2010 carrying oil from North Dakota on BNSF and CP rail tracks, which is expected to continue into the future. Although railroad trackage in the region was significantly decreased over the last 20 years to “right size” the system after federal deregulation, communities should not expect much additional rail abandonment. Many tracks that appear to be seldom used are owned by the smaller Class III railroads that serve local businesses by providing direct rail connections from manufacturing and warehousing/distribution facilities to the major national railroads. The major Class I railroads are approaching capacity and actually adding tracks in some locations.

## System Plan Considerations Affecting Your Community

Falcon Heights should consult the complete *2040 Transportation Policy Plan* in preparing its local comprehensive plan. In addition, Falcon Heights should consult *Thrive MSP 2040* and the current version of the Metropolitan Council’s *Local Planning Handbook* for specific information needed in its comprehensive plan. Specific system plan considerations affecting Falcon Heights are detailed below.

### Metropolitan Highways

There are no principal arterials located within Falcon Heights.

### Transit System

Falcon Heights includes the following Transit Market Areas:

Transit Market Area	Market Area Description and Typical Transit Services
<b>Market Area II</b>	Transit Market Area II has high to moderately high population and employment densities and typically has a traditional street grid comparable to Market Area I. Much of Market Area II is also categorized as an Urban Center and it can support many of the same types of fixed-route transit as Market Area I, although usually at lower frequencies or shorter service spans.

Falcon Heights should identify and map existing transit services and facilities in the local comprehensive plan. Falcon Heights should also work with transit providers serving their community to identify potential future transit service options and facilities that are consistent with the *TPP* and the applicable Transit Market Areas. Communities can find further maps and guidance for transit planning in the Transportation section of the [Local Planning Handbook](#).

## Transitways

### *Current Revenue Scenario Transitways*

Falcon Heights should acknowledge in your local comprehensive plan the transitway investments planned for your community in the Current Revenue Scenario (*TPP* Figure 6-8). Falcon Heights includes the following transitway in operation or with a mode and alignment adopted in the *TPP*:

- A Line (mode and alignment adopted)

Falcon Heights should also identify potential stations along planned transitways (once identified) and adopt guiding land use policies, station-area plans, and associated zoning, infrastructure, and implementation tools that support future growth around transit stations consistent with Chapter 3 - Land Use and Local Planning from the *TPP* and consistent with the project phase of development. Communities can find further guidance for station-area planning in the Transportation section of the [Local Planning Handbook](#) and the *Transit Oriented Development Guide*. The Transportation section of the [Local Planning Handbook](#) also includes a map of existing, planned, and proposed transitway stations throughout the region and the planning status of these stations that should be reflected in Comprehensive Plans.

### *Increased Revenue Scenario Transitways*

The *TPP* Increased Revenue Scenario shows additional transitway corridors beyond the scope of the plan's adopted and fiscally constrained Transit Investment Plan (the Current Revenue Scenario). These corridors are listed on page 6.63 of the *TPP*, and *TPP* Figure 6-9, which is attached, shows the complete transitway vision for the region.

If Falcon Heights believes it might be directly impacted by transitways in the Increased Revenue Scenario (for example, because they are participating in transitway corridor studies or feasibility analyses), the transitways may be acknowledged in the Comprehensive Plan. These additional corridors are or will be under study for mode and alignment recommendations, but they are not included in fiscally constrained plan. However, they should be clearly identified as not funded within the currently expected resources for transitways. The Council recognizes the important planning work that goes into a corridor prior to it becoming part of the region's Transit Investment Plan, especially if increased revenues were to become available.

Similar to Current Revenue Scenario Transitways, communities should identify known potential stations along planned transitways and consider guiding land use policies, station area plans, and associated zoning, infrastructure, and implementation tools that support future growth around transit stations. These policies can also influence station siting in initial planning phases of transitway corridors and influence the competitiveness of a transitway for funding. Communities can find further guidance for station area planning in the Transportation section of the [Local Planning Handbook](#) and the *Transit Oriented Development Guide*.

## Aviation

All communities must include an aviation element in the transportation sections of their comprehensive plans. The degree of aviation planning and development considerations that need to be included in the comprehensive plan varies by community. Even those communities not impacted directly by an airport have a responsibility to include airspace protection in their comprehensive plan. The protection element should include potential hazards to air navigation including electronic interference.

Falcon Heights is not in an influence area of a regional airport. Airspace protection should be included in local codes/ordinances to control height of structures.

## Other Plan Considerations

### *Regional Bicycle Transportation Network*

*TPP* Figure 7-1 shows the RBTN as established for the first time in the *2040 TPP*. The network consists of a series of prioritized Tier 1 and Tier 2 corridors and dedicated alignments (routes). The process used to develop the RBTN, as well as the general principles and analysis factors used in its development, can be found in the Bicycle and Pedestrian Chapter of the *TPP*.

The RBTN corridors and alignments make up the “trunk arterials” of the overall system of bikeways that connect to regional employment and activity centers. These are not intended to be the only bicycle facilities in the region, and local units should also consider planning for any additional bike facilities desired by their communities. RBTN corridors are shown where more specific alignments within those corridors have not yet been designated, so local governments are encouraged to use their comprehensive planning process to identify suitable alignments within the RBTN corridors for future incorporation into the *TPP*.

In addition, agencies should plan their local on and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments, as well as any new network alignments within RBTN corridors to be proposed in local comprehensive plans. Bikeway projects that complete segments of, or connect to, the RBTN are given priority for federal transportation funds through the Transportation Advisory Board’s biannual regional solicitation.

Figure 7-1 shows that your community currently has one or more RBTN corridors and alignments within its jurisdiction. The Council encourages local governments to incorporate the RBTN map within their local bicycle plan maps to show how the local and regional systems are planned to work together. An on-line interactive RBTN map, which allows communities to view the RBTN links in their community at a much more detailed scale than Figure 7-1, can be found in the Transportation section of the [Local Planning Handbook](#). The handbook also includes best practices, references, and guidance for all local bicycle planning.

### *A Minor System / Functional Classification*

The *TPP* has always recognized the A minor arterial system as an important supplement to the regional highway system, and the Transportation Advisory Board (TAB) continues to maintain the official regional map of these roads. The *2040 TPP* does include an updated functional classification map (Fig. 1-2 in Chapter 1) and a modified *Appendix D - Functional Classification Criteria*. Communities should consult the Local Plan Handbook for more information on functional classification, how to reflect the A minor arterial system in their plan, and how to request functional classification changes if necessary.



### *Freight*

The Council encourages all local governments to plan for freight movement in their communities. Trucks are the major mode of freight movement in the region and across the nation to distribute consumer goods as well as move manufactured goods and commodities, and they operate in every community.




Communities with special freight facilities shown on *TPP* Figure 8-1, Metropolitan Freight System, (attached) should also include those additional modes and facilities in their local plan, and plan for compatible adjacent land uses.

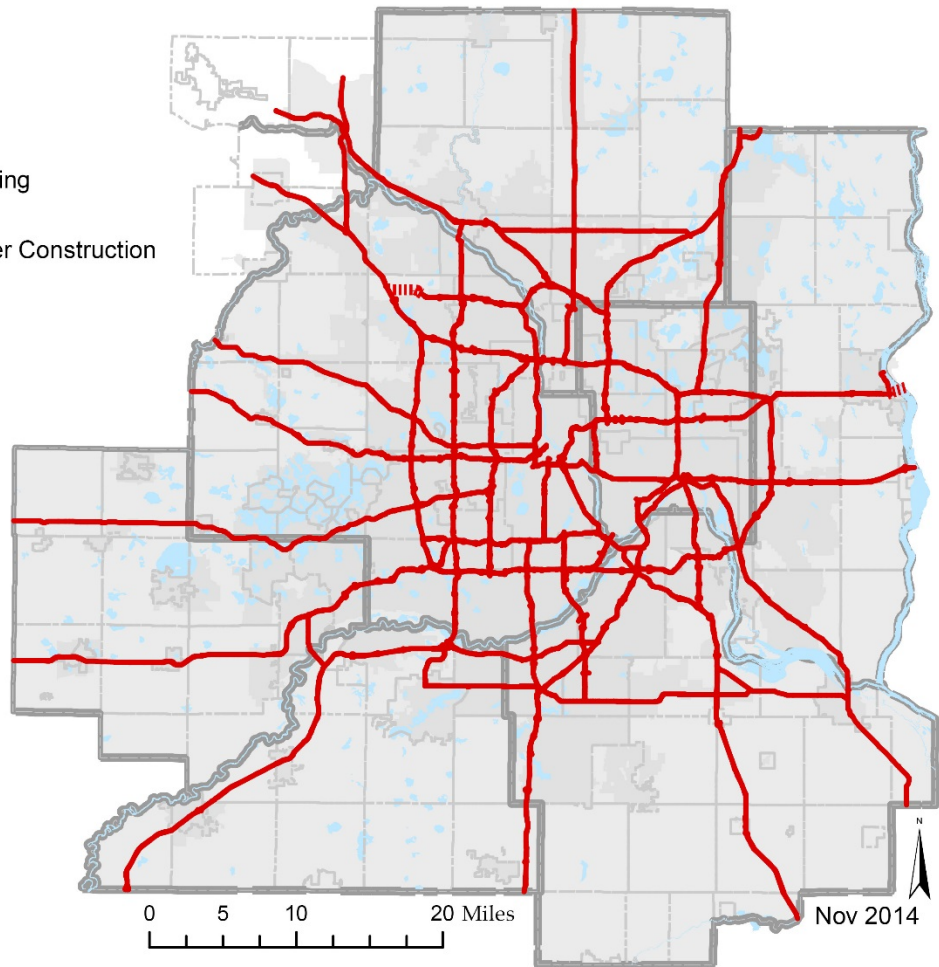
Figure 1-1 of the TPP

### Principal Arterials

-  Principal Arterial - Existing
-  Principal Arterial - Under Construction

### Reference Items

-  Lakes and Rivers
-  City Boundary
-  County Boundary
-  MUSA 2040 MPO Area



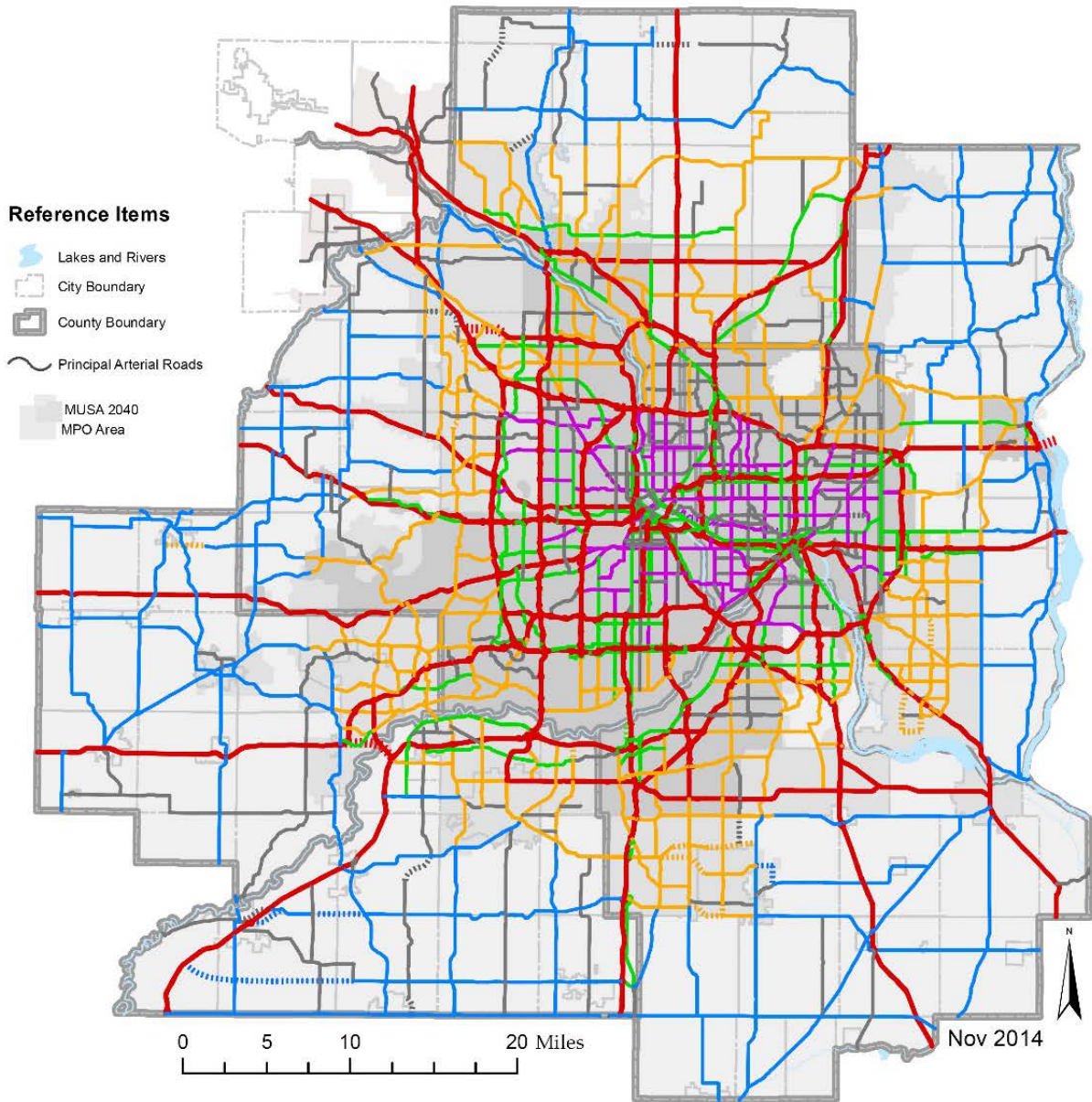
2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL

Figure 1-1



Figure 1-2 of the TPP

## Functional Class Roads



### Existing

- Principal Arterial
- A-Minor Augmentor
- A-Minor Reliever
- A-Minor Expander
- A-Minor Connector
- Other Minor Arterial

### Planned

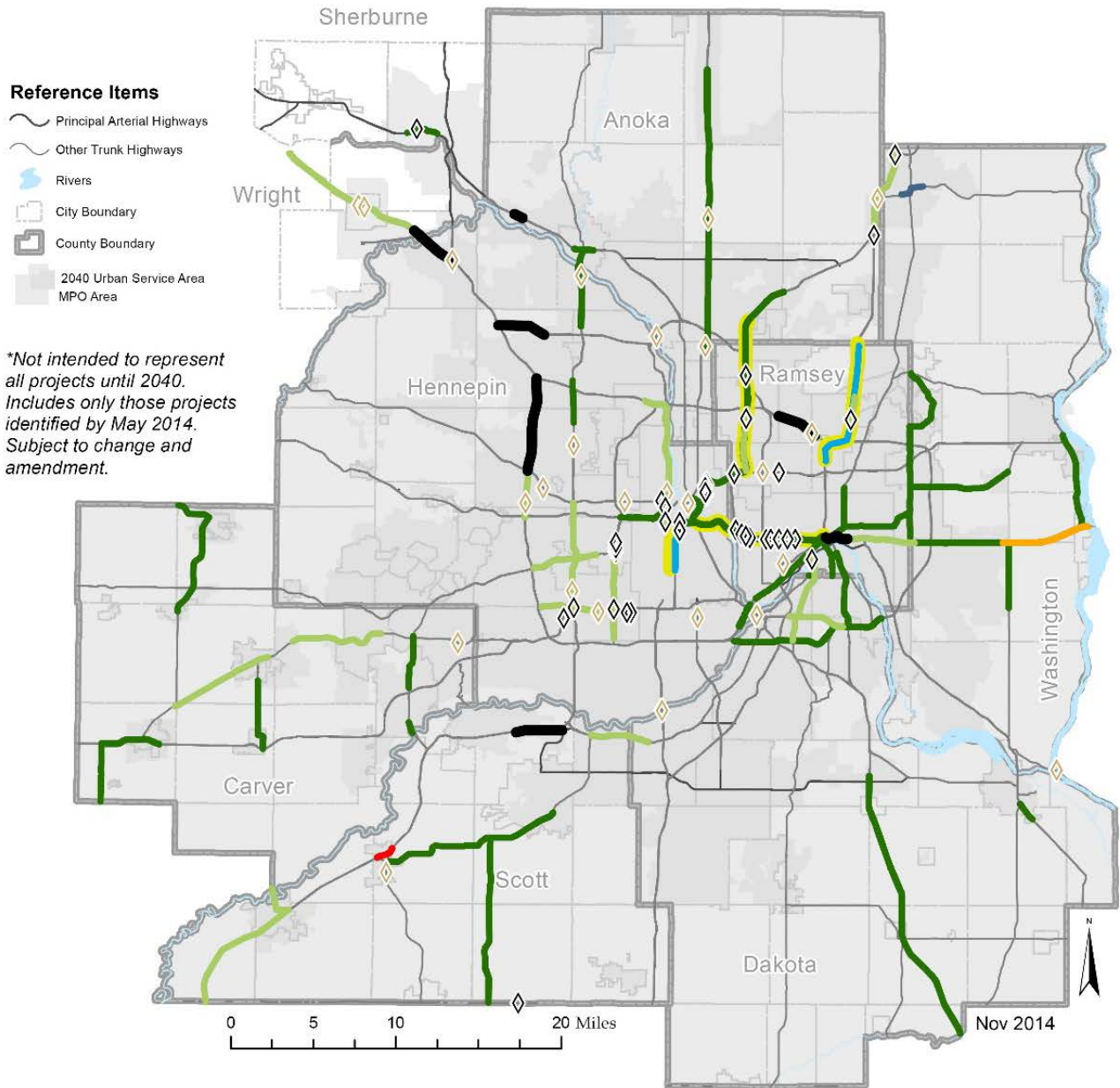
- Principal Arterial
- A-Minor Augmentor
- A-Minor Reliever
- A-Minor Expander
- A-Minor Connector
- Other Minor Arterial

### Thrive Planning Areas

- Urban Core & Urban & Suburban
- Suburban Edge & Emerging Suburban Edge
- Rural Service Areas
- MPO Area outside the Seven County Area

Figure 5-8 of the TPP

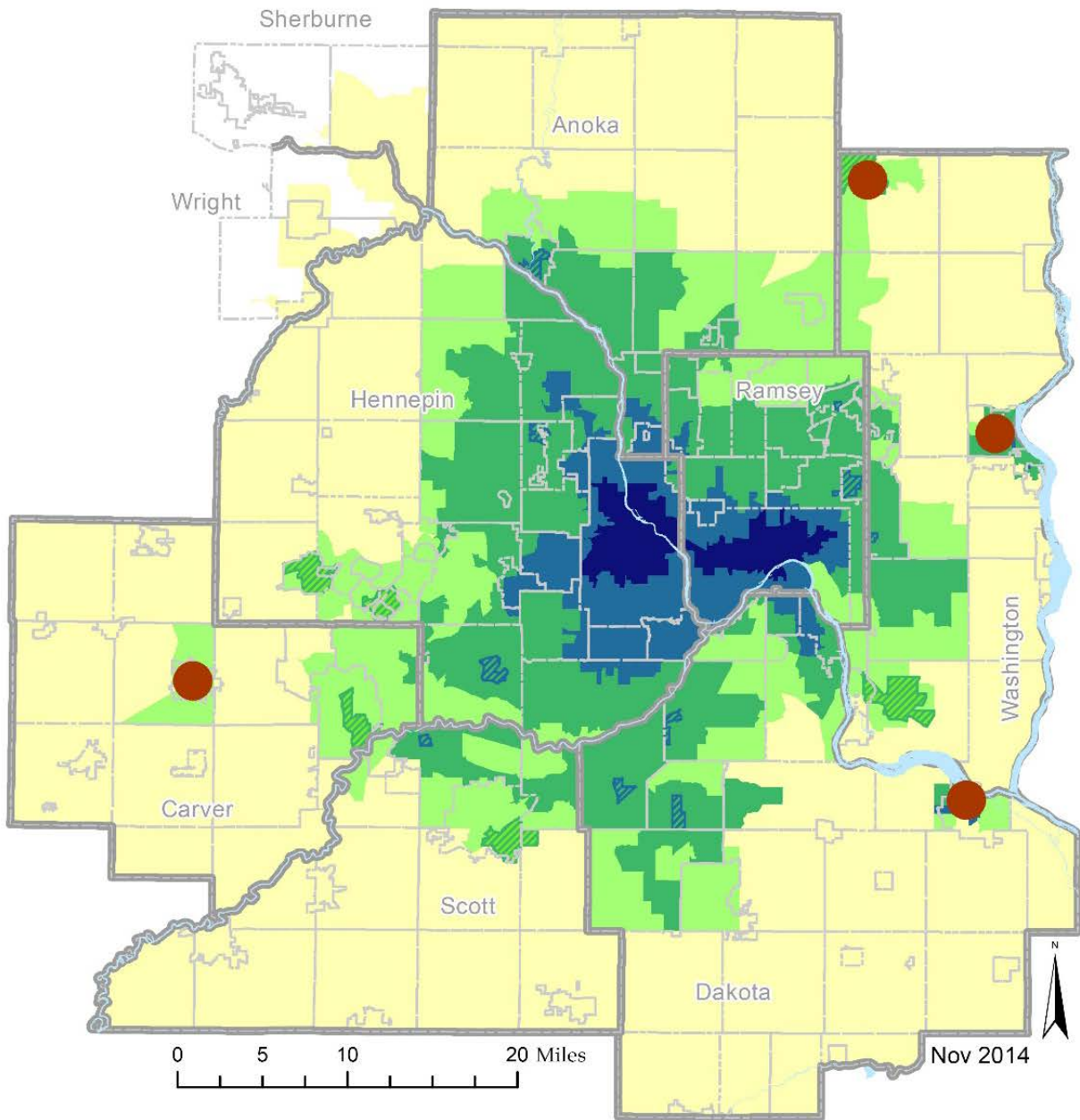
### Identified Projects\* in Highway Current Revenue Scenario



- |   |                       |  |                                  |  |                               |
|---|-----------------------|--|----------------------------------|--|-------------------------------|
| ◇ | 2015-2018 TIP Bridges |  | Strategic Capacity               |  | 2019 - 2024 Pavement Projects |
| ◇ | 2019 - 2024 Bridges   |  | Roadside Infrastructure          |  | 2015 - 2018 Pavement / MnPass |
|   |                       |  | Roadside Infrastructure / Safety |  | 2015 - 2018 Pavement / Safety |
|   |                       |  | 2015-2018 TIP Pavement           |  | Tier 1 MnPASS Expansion       |

Figure 6-3 of the TPP

### Transit Market Areas



- Market Area I
- Market Area II
- Emerging Market Area II
- Market Area III
- Emerging Market Area III
- Market Area IV
- Market Area V
- Freestanding Town Center

Figure 6-8 of the TPP

## Current Revenue Scenario Transitways and CTIB Phase I Program of Projects

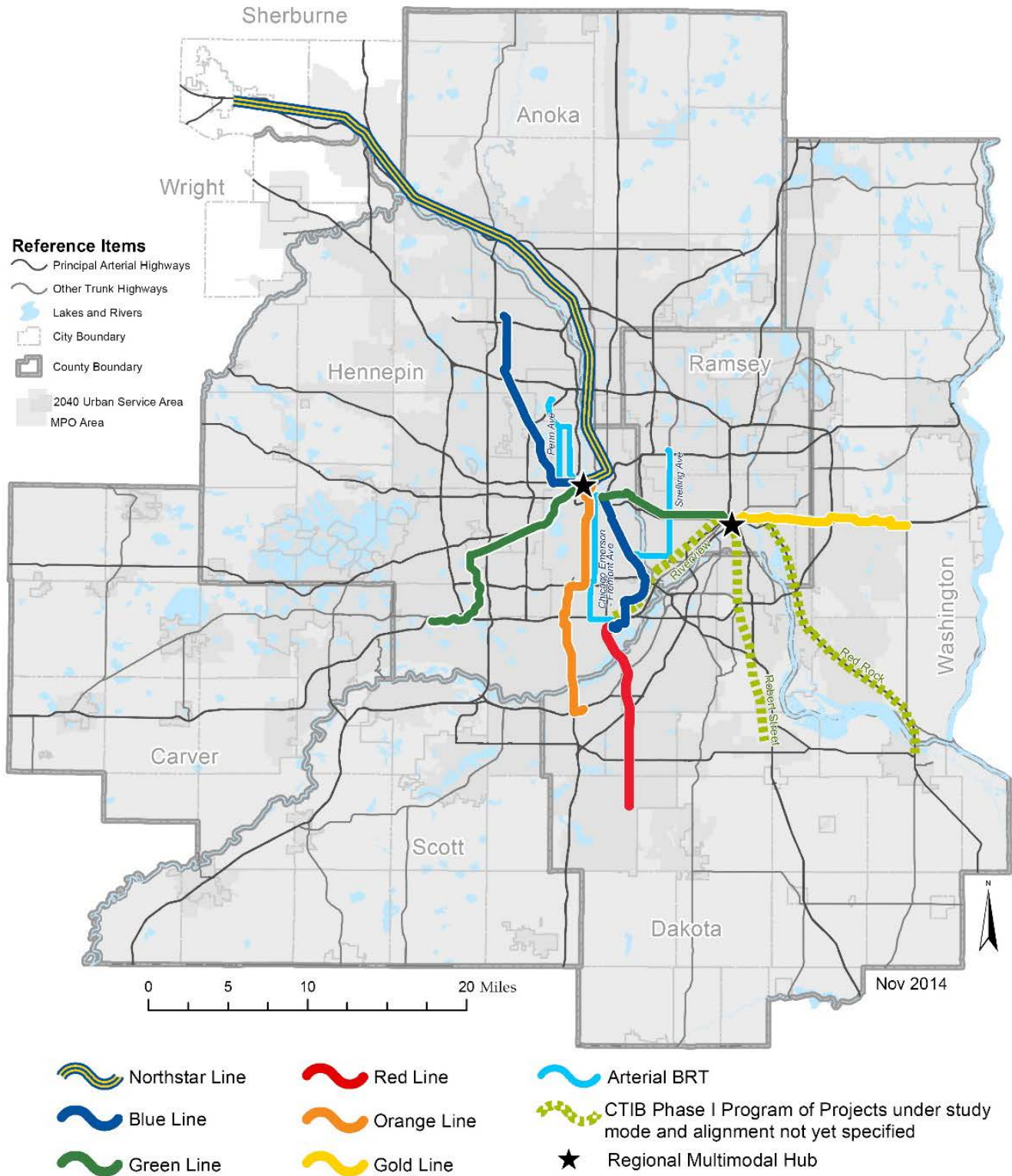
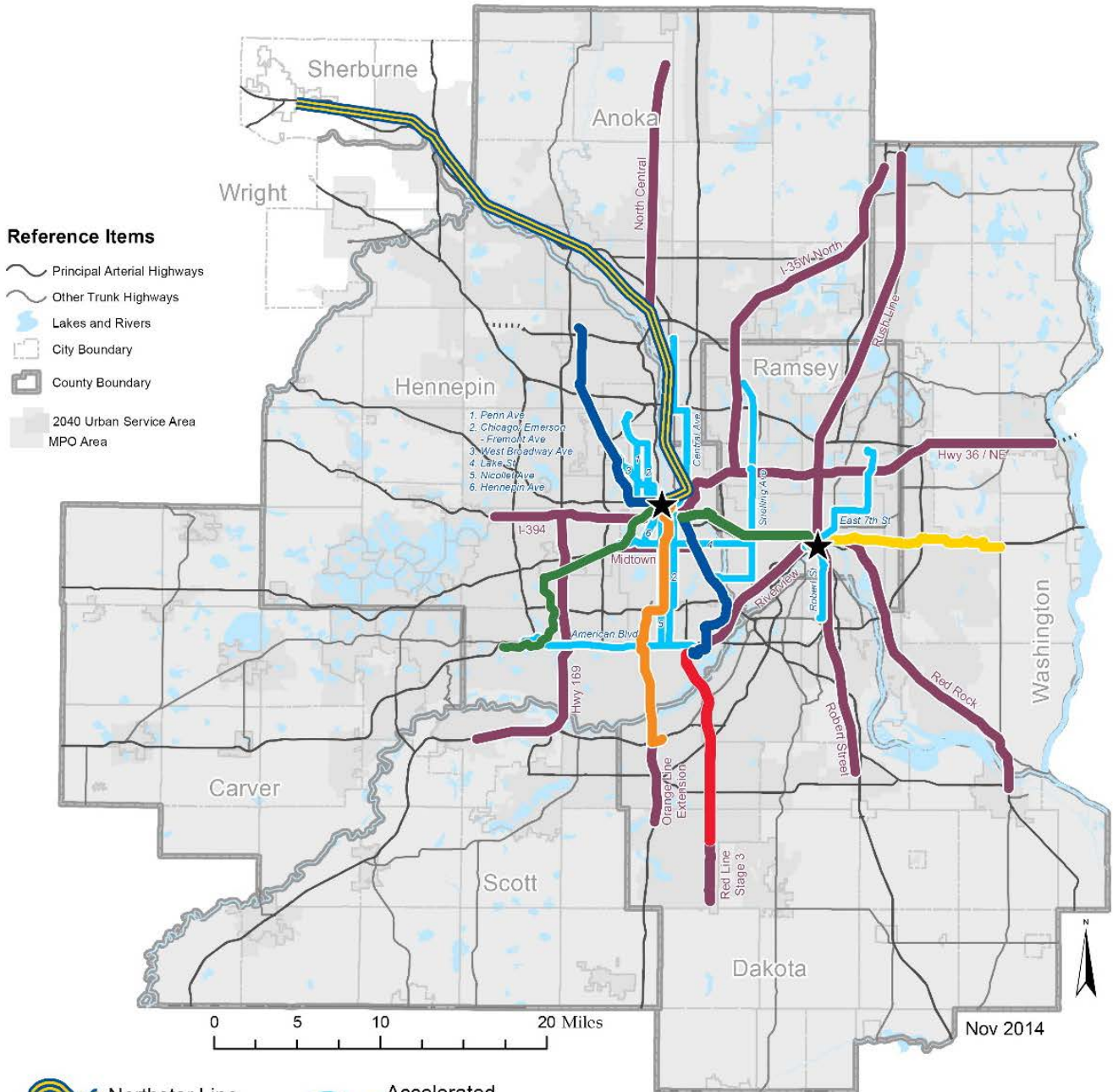




Figure 6-9 of the TPP

# Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision

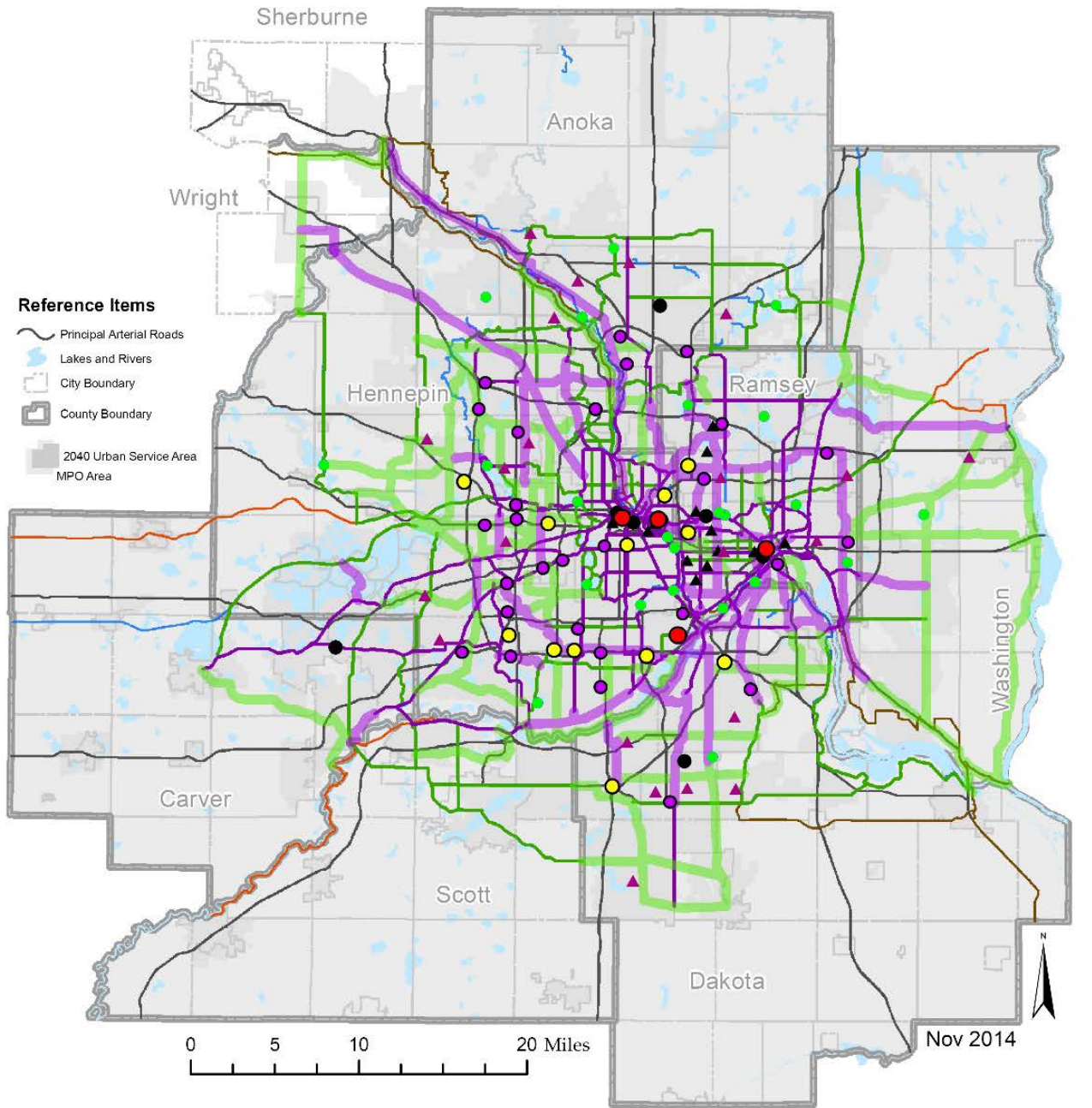


- Northstar Line
- Blue Line
- Green Line
- Red Line
- Orange Line
- Gold Line
- Accelerated Arterial BRT
- Accelerated Transitways under study mode and alignment not yet specified
- Regional Multimodal Hub

**Increased Revenue Scenario would also include at least 1% average annual bus expansion.**

Figure 7-1 of the TPP

## Regional Bicycle Transportation Network Vision



### RBTN Alignments

- Tier 1 Alignments
- Tier 2 Alignments

### RBTN Corridors (Alignments Undefined)

- Tier 1 Priority Regional Bicycle Transportation Corridor
- Tier 2 Regional Bicycle Transportation Corridors

### Regional Destinations

- Metropolitan Job Centers
- Regional Job Centers
- Subregional Job Centers
- Large High Schools
- Colleges & Universities
- Highly Visited Regional Parks
- Major Sport & Entertainment Centers

### Other Trail Systems

- Regional Trails (Regional Parks Policy Plan)
- Mississippi River Trail (US Route 45)
- State Trails (DNR)

Figure 8-1 of the TPP

# Metropolitan Freight System

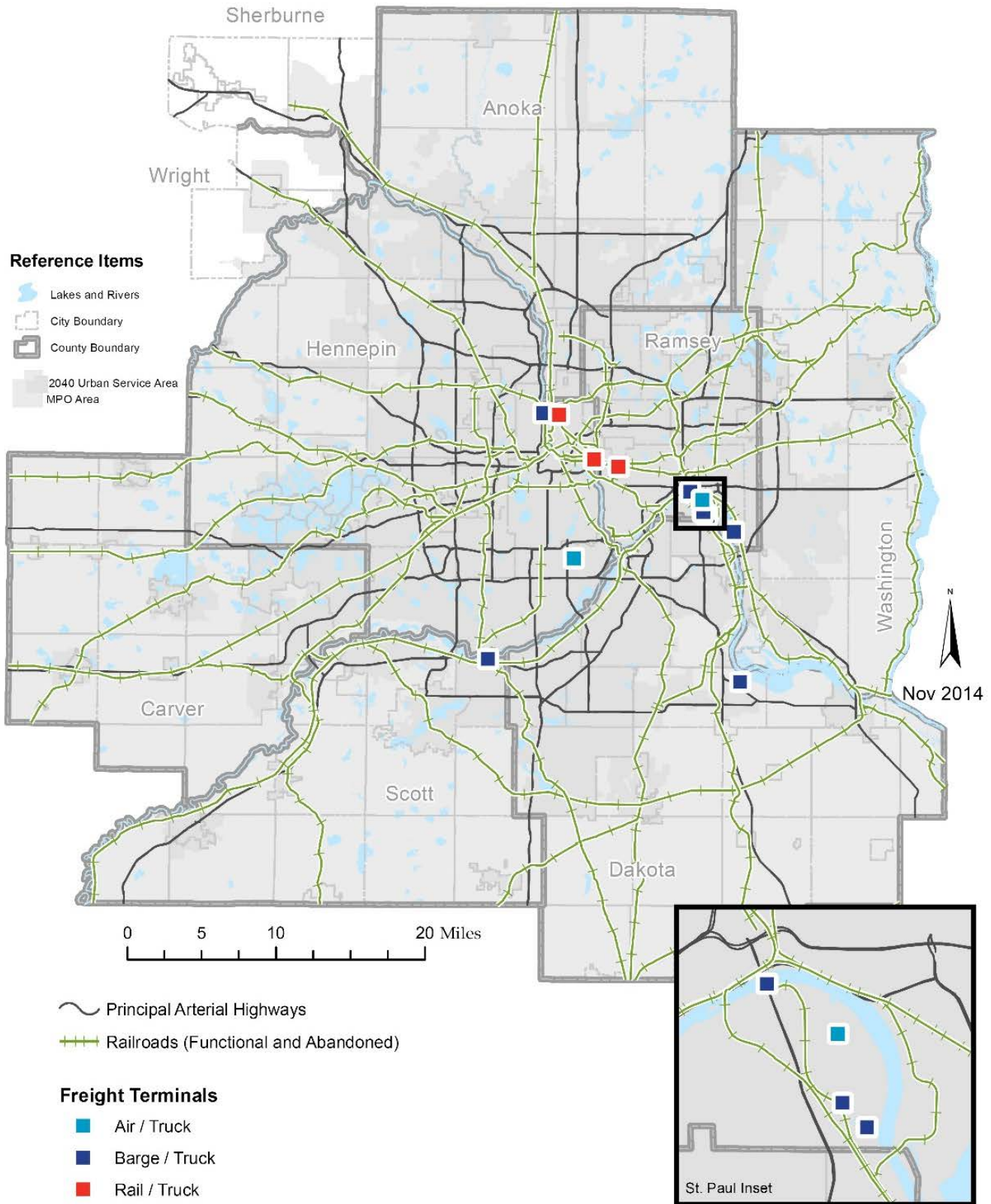
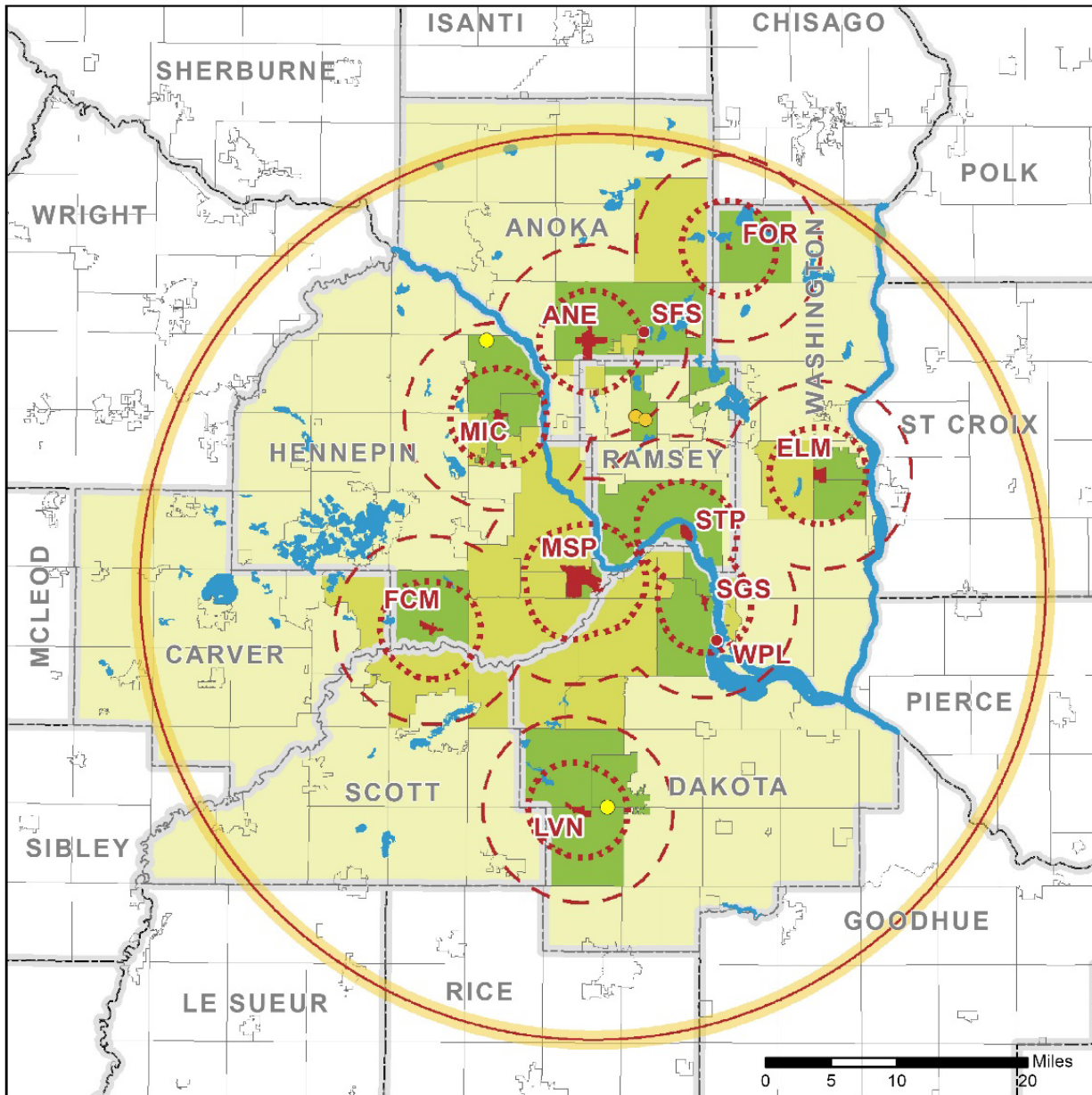
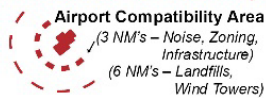


Figure 9-1 of the TPP

### Airport Service Areas



**Public Owned Public Use Airport**



**MSP** Minneapolis – St. Paul International Airport (Wold-Chamberlain Field)

**STP** St. Paul Downtown Airport (Holman Field)

**ANE** Anoka County – Blaine Airport (Janes Field)

**FCM** Flying Cloud Airport

**MIC** Crystal Airport

**SGS** South St. Paul Airport (Fleming Field)

**ELM** Lake Elmo Airport

**LVN** Airlake Airport

**FOR** Forest Lake Airport

**Privately Owned Public Use Airport**

**SFS** Surf-Side Seaplane Base (Rice Lake)

**WPL** Wipline Seaplane Base (Miss. River)

Minneapolis Class-B Airspace Boundary

Permitted Seaplane Surface Waters (within 7 County Area only)

VOR Protection Zone

Tall Tower Areas

Aviation Facility Located in Community

Community Directly Affected by Facility(s)

General Airspace Notification/Protection

# WATER RESOURCE REQUIREMENTS/ WASTEWATER SYSTEM STATEMENT

*City of Falcon Heights*

The *2040 Water Resources Policy Plan* includes policies and strategies to achieve the following goal:

*To protect, conserve, and utilize the region's groundwater and surface water in ways that protect public health, support economical growth and development, maintain habitat and ecosystem health, and provide for recreational opportunities, which are essential to our region's quality of life.*

The Policy Plan takes an integrated approach to water supply, water quality, and wastewater issues. This approach moves beyond managing wastewater and stormwater only to meet regulatory requirements by viewing wastewater and stormwater as resources, with the goal of protecting the quantity and quality of water our region needs now and for future generations.

The Policy Plan includes policies and strategies to:

- Maximize regional benefits from regional investments in the areas of wastewater, water supply and surface water.
- Pursue reuse of wastewater and stormwater to offset demands on groundwater supplies.
- Promote greater collaboration, financial support, and technical support in working with partners to address wastewater, water quality, water quantity and water supply issues.
- Implement environmental stewardship in operating the regional wastewater system by reusing wastewater, reducing energy use and air pollutant emissions, and reducing, reusing, and recycling solid waste.

## **Key Concepts in the 2040 Water Resources Policy Plan**

Adopted by the Metropolitan Council in May 2015, the *2040 Water Resources Policy Plan* is the metropolitan system plan for metropolitan wastewater services with which local comprehensive plans must conform. The Policy Plan incorporates the following changes:

- Centers on and around an integrated approach to water supply, wastewater, and surface water planning.
- Promotes the investigation of the issues and challenges in furthering our work in water conservation, wastewater and stormwater reuse, and low impact development practices in order to promote a more sustainable region.
- Promotes the concept of sustainable water resources where, through collaboration and cooperation, the region will take steps to manage its water resources in a sustainable way aimed at:
  - Providing an adequate water supply for the region
  - Promoting and implementing best management practices that protect the quality and quantity of our resources
  - Providing efficient and cost effective wastewater services to the region
  - Efficiently addressing nonpoint and point sources pollution issues and solutions, and,
  - Assessing and monitoring lakes, rivers, and streams so that we can adequately manage, protect, and restore our valued resources.
- Continues the Council's position that communities that permit the construction and operation of subsurface sewage treatment systems and other private wastewater treatment systems are

responsible for ensuring that these systems are installed, maintained, managed and regulated consistent with Minnesota Rules Chapter 7080-7083.

- Includes requirements in Appendix C for comprehensive sewer plans, local water plans, and local water supply plans.
- Establishes inflow and infiltration goals for all communities served by the regional wastewater system and requires all communities to include their inflow and infiltration mitigation programs in their comprehensive sewer plan.
- Works with the State to attempt to (1) make funds available for inflow and infiltration mitigation, and (2) promote statutes, rules, and regulations to encourage I/I mitigation.

Falcon Heights should consult the complete Policy Plan in preparing its local comprehensive plan. In addition, Falcon Heights should consult *Thrive MSP 2040* and the *Local Planning Handbook* for specific information needed in its comprehensive plan.

## System Plan Considerations Affecting Your Community

### *Metropolitan Sewer Service*

Under state law (Minn. Stat. 473.513) local governments are required to submit both a wastewater plan element to their comprehensive plan as well as a comprehensive sewer plan describing service needs from the Council. Specific requirements for the sewer element of your comprehensive plan can be found in the Water Resources section of the *Local Planning Handbook*.

### Forecasts

The forecasts of population, households, employment, and wastewater flows for Falcon Heights as contained in the adopted *2040 Water Resources Policy Plan* can be found at: <http://www.metrocouncil.org/Wastewater-Water/Planning/2040-Water-Resources-Policy-Plan.aspx> and on your Community Page in the *Local Planning Handbook*. These forecasts are for sewered development. The sewered housing forecasts were estimated using SAC data, annual city reports, current trends, existing and future local wastewater service areas and other information relating to your community. The wastewater flows are based on historical wastewater flow data, future projected wastewater generation rates, and the projected sewered population and employment data.

The Council will use these growth and wastewater flow forecasts to plan future interceptor and treatment works improvements needed to serve your community. The Council will not design future interceptor improvements or treatment facilities to handle peak hourly flows in excess of the allowable rate for your community. Falcon Heights, through its comprehensive planning process, must decide the location and staging of development, and then plan and design its local wastewater collection system to serve this development. The Council will use its judgment as to where to assign growth within your community to determine regional system capacity adequacy. If Falcon Heights wishes to identify specific areas within the community to concentrate its growth, it should do so within its Comprehensive Sewer Plan.

You should also note that urban development at overall densities that are substantially lower than those identified for your community in the Community Designation Section of this Systems Statement will also be analyzed by the Council for their potential adverse effects on the cost of providing metropolitan sewer service.

### Description of the Metropolitan Disposal System Serving Your Community

Figure 1 shows the location of the Metropolitan Disposal System (MDS) serving your community. Wastewater flow from Falcon Heights is treated at the Metropolitan WWTP.

## **Description of the Regional Inflow/Infiltration (I/I) Program**

The *2040 Water Resources Policy Plan* states that the Council will establish I/I goals for all communities discharging wastewater to the MDS. Communities that have excessive I/I in their sanitary sewer systems will be required to eliminate excessive I/I. The Council will continue the implementation of its on-going I/I reduction program. Communities identified through the program as needing to eliminate excessive I/I will be required to submit a work plan that details work activities to identify and eliminate sources of I/I. The Council can limit increases in service within those communities having excess I/I that do not demonstrate progress in reducing their excess I/I. The Council will meet with the community and discuss this alternative before it is implemented.

It is required that those communities that have been identified as contributors of excessive I/I, and that have not already addressed private property sources, do so as part of their I/I program. Significant work has been accomplished on the public infrastructure portion of the wastewater system. The Council will pursue making funds available through the State for I/I mitigation, and promote statutes, rules and regulations to encourage I/I mitigation.

## ***Management of Subsurface Sewage Treatment Systems (SSTS) and Private Systems***

The Metropolitan Land Planning Act requires the sewer element of the local comprehensive plan to describe the standards and conditions under which the installation of subsurface sewage treatment systems and other private wastewater treatment systems will be permitted and to the extent practicable, the areas not suitable for public or private systems.

The appropriate density for development with subsurface sewage treatment systems depends on the suitability of the soils to treat wastewater and whether space is available for a primary and back up drainfield. It is the Council's position that all municipalities and counties allowing subsurface sewage treatment systems should incorporate current MPCA regulations (Minn. Rules Chapter 7080-7083) as part of a program for managing subsurface sewage treatment systems in the sewer element of their local comprehensive plan and implement the standards in issuing permits.

Falcon Heights should adopt a management program consistent with state rules. An overview of Falcon Heights's management program must be included in the community's local comprehensive plan update. If adequate information on the management program is not included; the comprehensive plan will be found incomplete for review until the required information is provided to the Council. Specific requirements for the local comprehensive plan can be found in the [Local Planning Handbook](#).

Small private treatment plants are located throughout the Metropolitan Area serving such developments as individual industries, mobile home parks, and other urban type uses. The Council's position is that such private wastewater treatment plants should be permitted only if they are in areas not programmed for metropolitan sewer service in the future and they are provided for in a community's comprehensive plan that the Council has approved. Furthermore, the community is responsible for permitting all community or cluster wastewater treatment systems consistent with Minnesota Rules Chapter 7080-7083 and MPCA standards. The Council will not provide financial support to assist communities if these systems fail.

Falcon Heights should include in the sewer element of its local comprehensive plan the conditions under which private treatment plants or municipal treatments would be allowed, and include appropriate management techniques sufficiently detailed to ensure that the facilities conform to permit conditions. Falcon Heights is responsible for ensuring that permit conditions for private treatment plants are met and financial resources to manage these facilities are available.

## Surface Water Management

In 1995, Minnesota Statutes Section 473.859, subd. 2 was amended to make the local water plan (often referred to as local surface water management plans) required by section 103B.235 a part of the land use plan of the local comprehensive plan. Minnesota Rules Chapter 8410, updated in July of 2015, includes the requirements for local water management plans. The main change that you need to be aware of is that all communities in the metropolitan area must update their local water plan between January 1, 2017 and December 31, 2018. This means that Falcon Heights must update its local water plan as part of the comprehensive plan update. The community's updated local water plan should be submitted to the Council for its review concurrent with the review by the Watershed Management Organization(s) within whose watershed(s) the community is located. **Failure to have an updated local water plan will result in the comprehensive plan being found incomplete for review until the required plan is provided to the Council.**

Local water plans must meet the requirements for local water plans in Minnesota Statutes, section 103B.235 and Minnesota Rules Chapter 8410. In general, local surface water plans need to include a summary of the priorities and problems in the community; structural, nonstructural and programmatic actions to take to address the priorities and problems; and clearly identified funding mechanisms to fix the problems.

More detailed guidance for the local water plans can be found in Appendix C of the Council's *2040 Water Resources Policy Plan* and in the Council's current *Local Planning Handbook*.

In addition, the Council has also updated its priority lake list that was first developed in the 1980s as part of the *Water Resources Policy Plan* update. Figure 2 shows the priority lakes for Falcon Heights. The Council uses the priority lake list to focus its limited resources. The list is also used in the environmental review process. Where a proposed development may impact a priority lake, the project proposer must complete a nutrient budget analysis for the lake as part of the environmental review process.

Also included on Figure 2 is the watershed organization(s) that Falcon Heights is part of and a list of impaired waters in the community for use in development of your local water plans.

## Other Plan Considerations

### Water Supply

Local comprehensive plans also address water supply (Minn. Stat., Sec. 473.859). For communities in the metropolitan area with municipal water supply systems, this local comprehensive plan requirement is met by completing the local water supply plan template, which was jointly developed by the Metropolitan Council and the Minnesota Department of Natural Resource (DNR).

### FOR COMMUNITIES WITH PUBLIC WATER SUPPLY SYSTEMS OWNED BY ANOTHER ENTITY

Because your community uses a municipal community public water supply system (PWS) that is not owned/operated by your community, you should collaborate with the owner of the PWS to ensure their local water supply plan reflects your water demand in a way that is consistent with your community's population forecast provided in the introductory section of this system statement. Potential water supply issues should be acknowledged, monitoring and conservation programs should be developed, and approaches to resolve any issues should be identified.

You should submit the updated local water supply plan developed by the PWS that serves your community along with your local comprehensive plan update.



**Failure to have an updated local water plan will result in the comprehensive plan being found incomplete for review until the required plan is provided to the Council.**

The local water supply plan will be adopted by your community as part of the local comprehensive plan.

Guidance and information for water supply planning can be found in the Appendix C of the *2040 Water Resources Policy Plan*, the *Local Planning Handbook*, and the Council's *Master Water Supply Plan*.

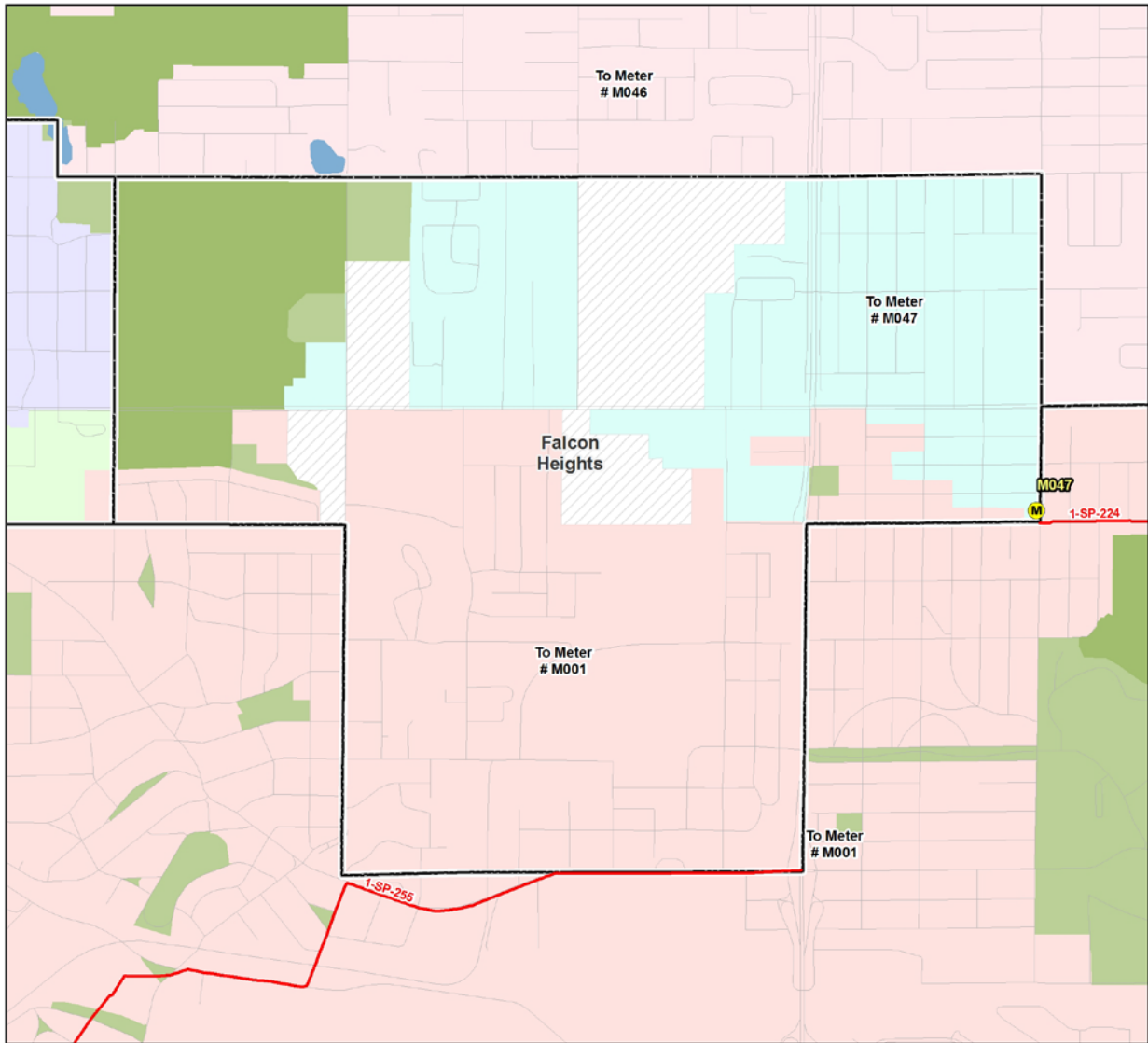
The Council's *Master Water Supply Plan* provides communities in the region with planning assistance for water supply in a way that:

- Recognizes local control and responsibility for owning, maintaining and operating water systems
- Is developed in cooperation and consultation with municipal water suppliers, regional stakeholders and state agencies
- Protects critical habitat and water resources over the long term
- Meets regional needs for a reliable, secure water supply
- Highlights the benefits of integrated planning for stormwater, wastewater and water supply
- Emphasizes and supports conservation and inter-jurisdictional cooperation
- Provides clear guidance by identifying key challenges/issues/considerations in the region and available approaches without dictating solutions

Figures 3-5 illustrate some water supply considerations that the community may consider as they develop their local water supply plans, such as: aquifer water levels, groundwater and surface water interactions, areas where aquifer tests or monitoring may be needed to reduce uncertainty, regulatory and management areas, and emergency interconnections.

Figure 1. MCES Sanitary Sewer Meter Service Areas

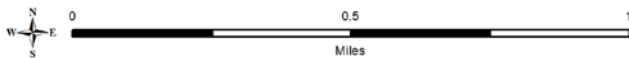
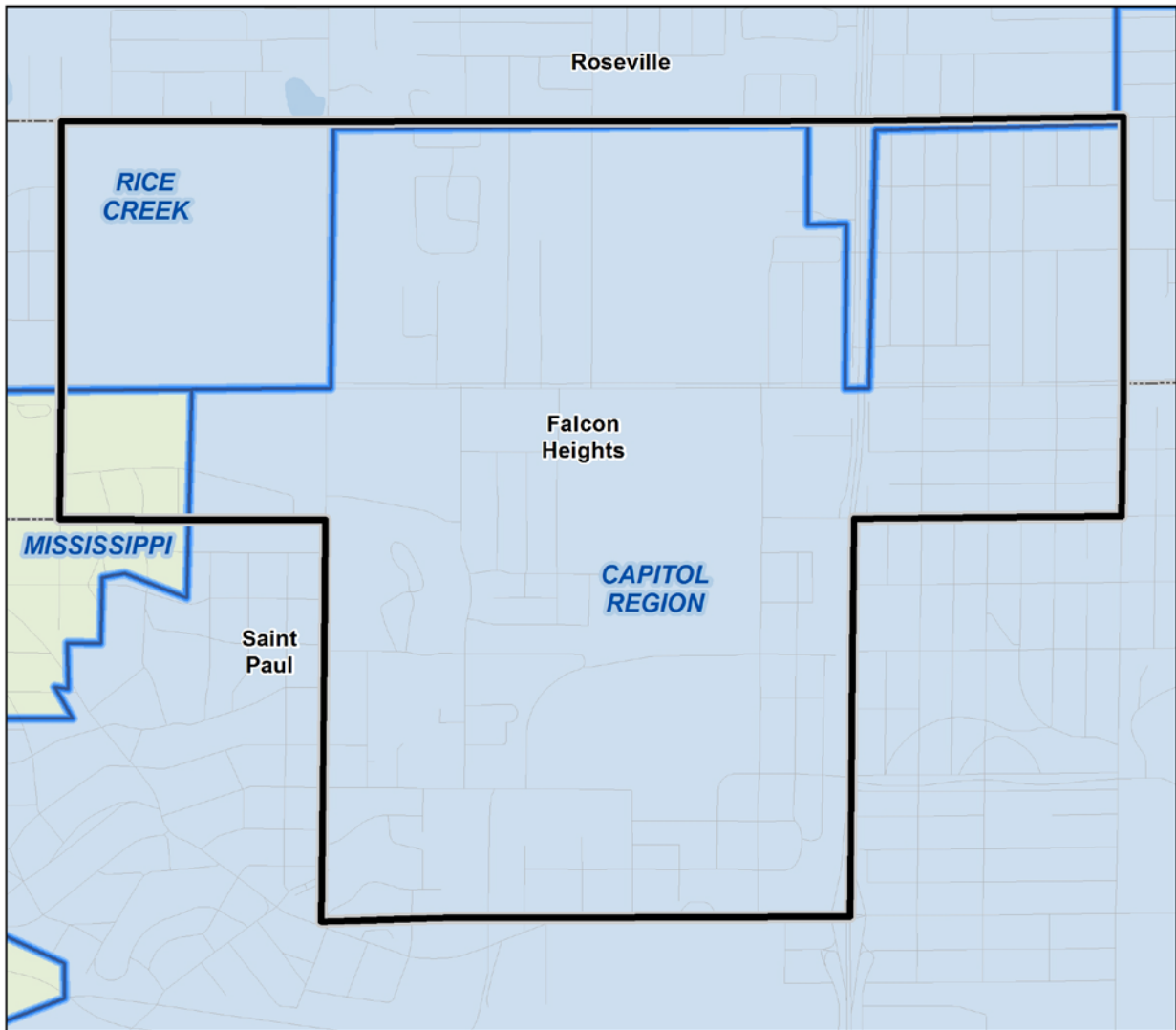
### City of Falcon Heights, Ramsey County



- |                             |                     |  |
|-----------------------------|---------------------|--|
| <b>Interceptors by Type</b> | — Outfall           | Ⓜ Meters                               |
| — Gravity                   | — Low Head Crossing | ▲ Lift Stations                        |
| — Forcemain                 | — Bypass            | Ⓜ WTP MCES Wastewater Treatment Plants |
| — Siphon                    |                     |  |
- 
- |  |                    |
|--|--------------------|
| <b>Interceptor Meter Service Areas</b> |                    |
| ■ To Meter # 100                       | ■ Areas Not Served |
- 
- |  |                                |                                  |
|--|--------------------------------|----------------------------------|
| ■ Areas of Unmetered Flow into the Community | ▭ County Boundaries            | ■ Park, Recreational or Preserve |
| ▨ Rural Center WWTP Service Areas            | ▭ City and Township Boundaries | ■ Golf Course                    |
| ▨ 2040 MUSA                                  | Ⓜ Lakes and Rivers             |                                  |
|  | — NCompass Street Centerlines  |                                  |

Figure 2. Surface Water Resources

## Falcon Heights, Ramsey County















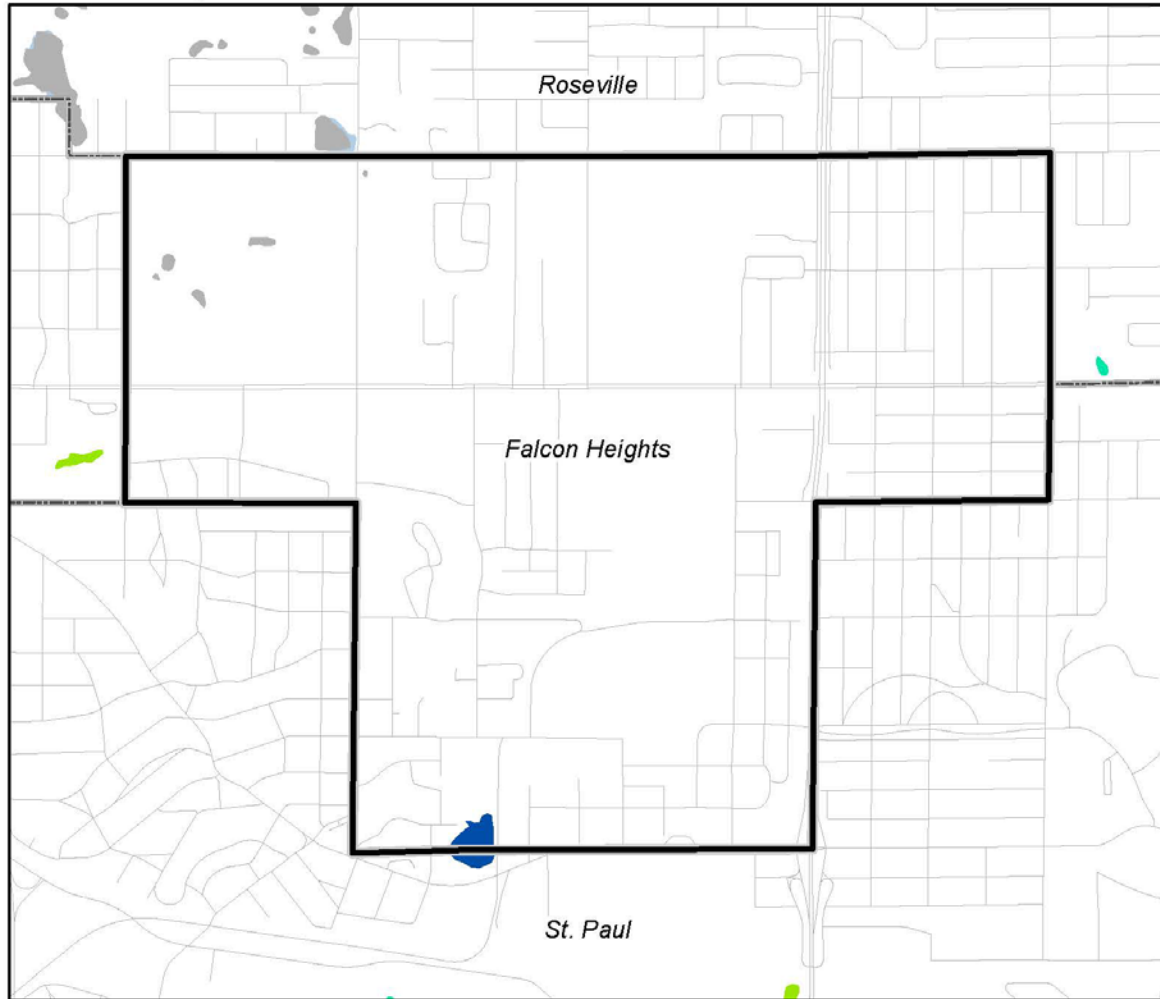
- |  |   |
|--|---|
|  Watershed Management Organization Boundaries |  Impaired Lakes (2014 Draft MPCA 303(d) List)            |
| <b>Watershed Management Organization Type</b>  |  Impaired Rivers & Streams (2014 Draft MPCA 303(d) List) |
|  County                                       |  2014 Priority Lakes                                     |
|  Watershed District                           |  County Boundaries                                       |
|  Watershed Management Organization            |  City and Township Boundaries                            |
|  |  Other Lakes and Major Rivers                            |
|  |  Other Streams   |
|  |  NCompass Street Centerlines                             |

Figure 3. Surface water features and interaction with the regional groundwater system, and state-protected surface water features

### Falcon Heights












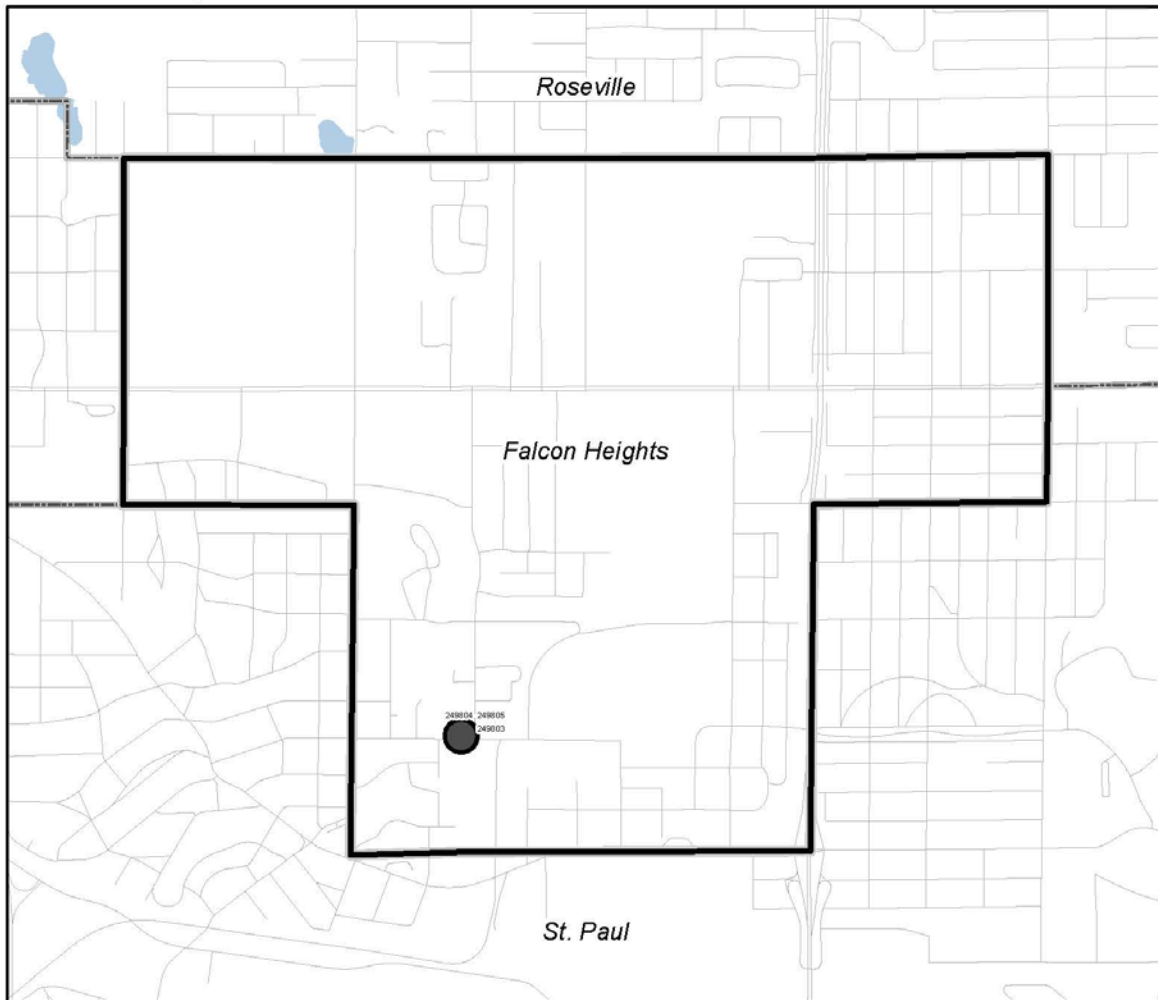
- |  |   |
|--|---|
|  Lakes and Major Rivers |   |
|  Spring (DNR)           | <b>Surface water type (regional screening by Met Council)</b>   |
|  Calcareous Fen (DNR)   |  Disconnected from the regional groundwater system |
|  Trout Stream (DNR)     |  Recharges aquifers                                |
|  Karst Feature (DNR)    |  Receives and discharges groundwater               |
|  |  Supported by upwelling groundwater                |

Figure 4. Availability of MN Department of Natural Resources groundwater level and MN Department of Health aquifer test data

### Falcon Heights









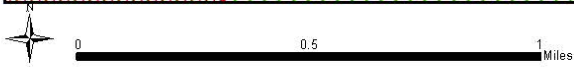
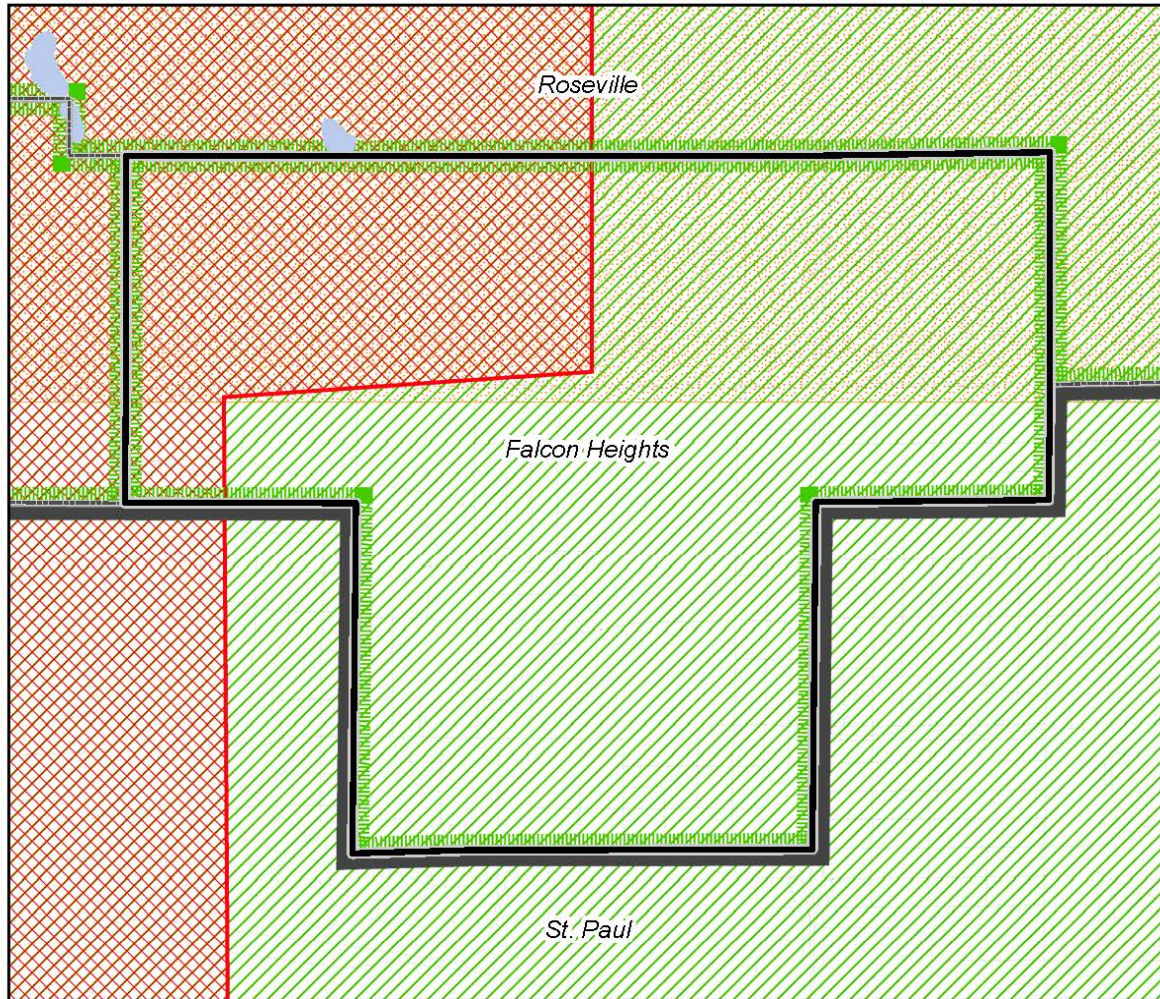







-  Lakes and Major Rivers
-  Observation well showing no trend in annual minimum values (DNR)
-  Observation well showing an upward trend in annual minimum values (DNR)
-  Observation well showing a downward trend in annual minimum values (DNR)
-  Observation well with insufficient data to evaluate a trend in annual minimum values (DNR)
-  Aquifer Test (MDH)

Figure 5. Municipal public water supply system interconnections and regulatory management areas

### Falcon Heights



-  Lakes and Major Rivers
-  The community's most recent local water supply plan reports that the public water supply system has no interconnections
-  The community's most recent local water supply plan reports that the public water supply system has one or more interconnections
-  Special Well and Boring Construction Area (MDH)
-  North and East Metro Groundwater Management Area (DNR)
-  Moderate to Highly Vulnerable Drinking Water Supply Management Area (MDH)
-  Drinking Water Supply Management Area for Minneapolis/St. Paul

# REGIONAL PARKS SYSTEM STATEMENT

*City of Falcon Heights*

The Regional Parks System includes 62 regional parks, park reserves, and special recreation features, plus more than 340 miles of regional trails that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks System is well-loved by our region's residents and attracted over 48 million annual visits in 2014.

The organizational structure of the Regional Parks System is unique, built upon a strong partnership between the Council and the ten regional park implementing agencies that own and operate Regional Parks System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of Saint Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The *2040 Regional Parks Policy Plan* was developed based on furthering the *Thrive MSP 2040* outcomes of Stewardship, Prosperity, Equity, Livability, and Sustainability. *Thrive MSP 2040* states that the Council will collaborate with the Metropolitan Parks and Open Space Commission, the regional park agencies, and state partners to:

- Expand the Regional Parks System to conserve, maintain, and connect natural resources identified as being of high quality or having regional importance, as identified in the *2040 Regional Parks Policy Plan*.
- Provide a comprehensive regional park and trail system that preserves high-quality natural resources, increases climate resiliency, fosters healthy outcomes, connects communities, and enhances quality of life in the region.
- Promote expanded multimodal access to regional parks, regional trails, and the transit network, where appropriate.
- Strengthen equitable usage of regional parks and trails by all our region's residents, such as across age, race, ethnicity, income, national origin, and ability.

## **Key Concepts in the 2040 Regional Parks Policy Plan**

The *2040 Regional Parks Policy Plan* includes the following policies, each with specific associated strategies:

- **Recreation Activities and Facilities Policy:** Provide a regional system of recreation opportunities for all residents, while maintaining the integrity of the natural resource base within the Regional Parks System.

- **Siting and Acquisition Policy:** Identify lands with high-quality natural resources that are desirable for Regional Parks System activities and put these lands in a protected status so they will be available for recreational uses and conservation purposes in perpetuity.
- **Planning Policy:** Promote master planning and help provide integrated resource planning across jurisdictions.
- **Finance Policy:** Provide adequate and equitable funding for the Regional Parks System units and facilities in a manner that provides the greatest possible benefits to the people of the region.
- **System Protection Policy:** Protect public investment in acquisition and development by assuring that every component in the system is able to fully carry out its designated role as long as a need for it can be demonstrated.

The *2040 Regional Parks Policy Plan* is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement highlights the elements of the system plan which apply specifically to your community. Find the complete text of the *2040 Regional Parks Policy Plan* on [the Council's website](#).

## ***2040 Regional Parks System Facilities***

The Regional Parks System is comprised of four main types of facilities: regional parks, park reserves, special recreation features and regional trails.

### **Regional Parks**

Regional parks most notably contain a diversity of nature-based resources, either naturally occurring or human-built, and are typically 200-500 acres in size. Regional parks accommodate a variety of passive recreation activities.

### **Park Reserves**

Park reserves, like regional parks, provide for a diversity of outdoor recreation activities. One major feature that distinguishes a park reserve from a regional park is its size. The minimum size for a park reserve is 1,000 acres. An additional characteristic of park reserves is that up to 20 percent of the park reserve can be developed for recreational use, with at least 80 percent of the park reserve to be managed as natural lands that protect the ecological functions of the native landscape.

### **Special Recreation Features**

Special recreation features are defined as Regional Parks System opportunities not generally found in the regional parks, park reserves or trail corridors. Special recreation features often require a unique managing or programming effort.

### **Regional Trails**

Regional trails are classified as 1) destination or greenway trails and 2) linking trails. Destination or greenway trails typically follow along routes with high-quality natural resources that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks System facilities, most notably regional parks or park reserves.



## *2040 Regional Parks System Components*

The *2040 Regional Parks Policy Plan* identifies six components which together comprise the vision for the Regional Parks System in 2040, as described below.

**Existing Regional Parks System Facilities:** include Regional Parks System Facilities that are open for public use. These facilities include land that is owned by regional park implementing agencies, and may include inholding parcels within the boundaries of these parks and trail corridors that have not yet been acquired. Existing regional trails may include planned segments that will be developed in the future.

**Planned Regional Parks System Facilities (not yet open to the public):** include Regional Parks System Facilities that have a Council-approved master plan and may be in stages of acquisition and development, but are not yet open for public use.

**Regional Parks System Boundary Adjustments:** include general areas identified as potential additions to existing Regional Parks System Facilities to add recreational opportunities or protect natural resources. Specific adjustments to park or trail corridor boundaries have not yet been planned.

**Regional Park Search Areas:** include general areas for future regional parks to meet the recreational needs of the region by 2040 where the regional park boundary has not yet been planned.

**Regional Trail Search Corridors:** include proposed regional trails to provide connections between Regional Parks System facilities where the trail alignment has not yet been planned.

**2040 Regional Trail Search Corridor System Additions:** include regional trail search corridors that were added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*.

## *Key Changes in the 2040 Regional Parks Policy Plan*

Adopted by the Metropolitan Council in February 2015, the *2040 Regional Parks Policy Plan* incorporates the following changes:

### **Identify all proposed regional trails as regional trail search corridors**

All proposed regional trails that are not yet open to the public and do not have a Metropolitan Council approved master plan are represented as a general regional trail search corridor. The *2030 Regional Parks Policy Plan* depicted these trails with a proposed alignment. The alignment of these regional trails will be determined in the future through a planning process led by the regional park implementing agency. The alignment of these trails is subject to Metropolitan Council approval of a regional trail master plan.

### **Acquire and develop ten new regional trails or trail extensions to meet the needs of the region in 2040. The 2040 Regional Trail Search Corridor Additions include:**

#### *Carver County:*

- County Road 61
- Highway 41

Three Rivers Park District:

- CP Rail Extension
- Dakota Rail Extension
- Lake Independence Extension
- Lake Sarah Extension
- Minnetrista Extension
- North-South 1
- North-South 2
- West Mississippi River

The *2040 Regional Parks System Plan Map* is depicted in Figure 1. Falcon Heights should consult the complete [2040 Regional Parks Policy Plan](#) in preparing its local comprehensive plan. In addition, Falcon Heights should consult *Thrive MSP 2040* and the current version of the Metropolitan Council's [Local Planning Handbook](#) for specific information needed in its comprehensive plan.

## System Plan Considerations Affecting Your Community

### *Regional Parks System Components in your community*

The following Regional Parks System Components within Falcon Heights as identified in the *2040 Regional Parks Policy Plan* are listed below.

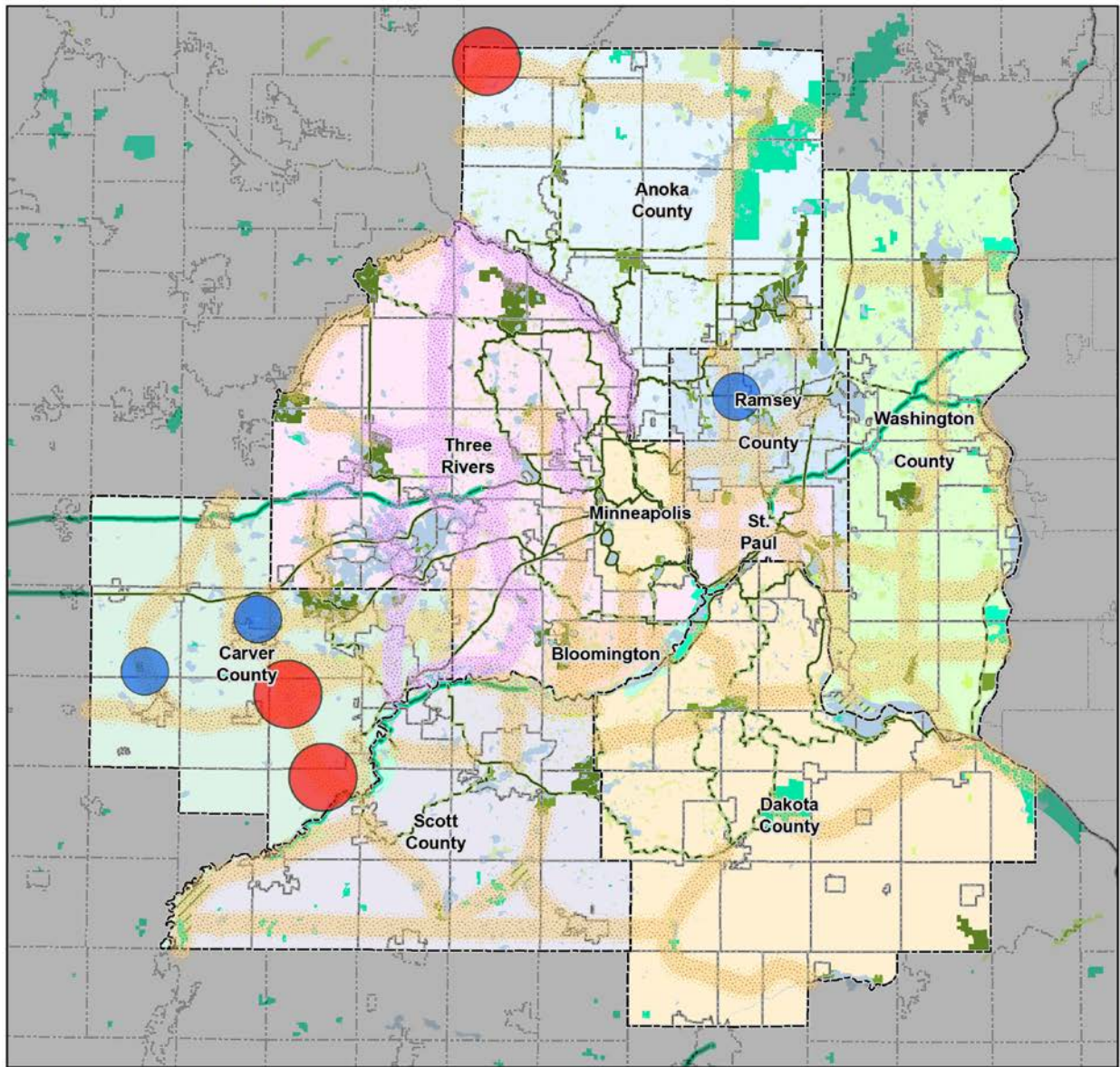
#### *Regional Trails*

**Mississippi-Como Regional Trail Search Corridor:** The regional trail search corridor travels through Saint Paul and Falcon Heights as it connects Mississippi Gorge Regional Park to Como Regional Park, Zoo, and Conservatory. Ramsey County will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Falcon Heights should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Ramsey County for more information regarding Regional Parks System Components in Falcon Heights.

Figure 1. 2040 Regional Parks System Plan Map

## Regional Parks System Twin Cities Metropolitan Area



### Regional Parks

- Regional Parks
- Park Reserves
- Special Recreation Features
- Planned Units
- Regional Trail Corridor Land

### Regional Trails

- Existing
- Planned

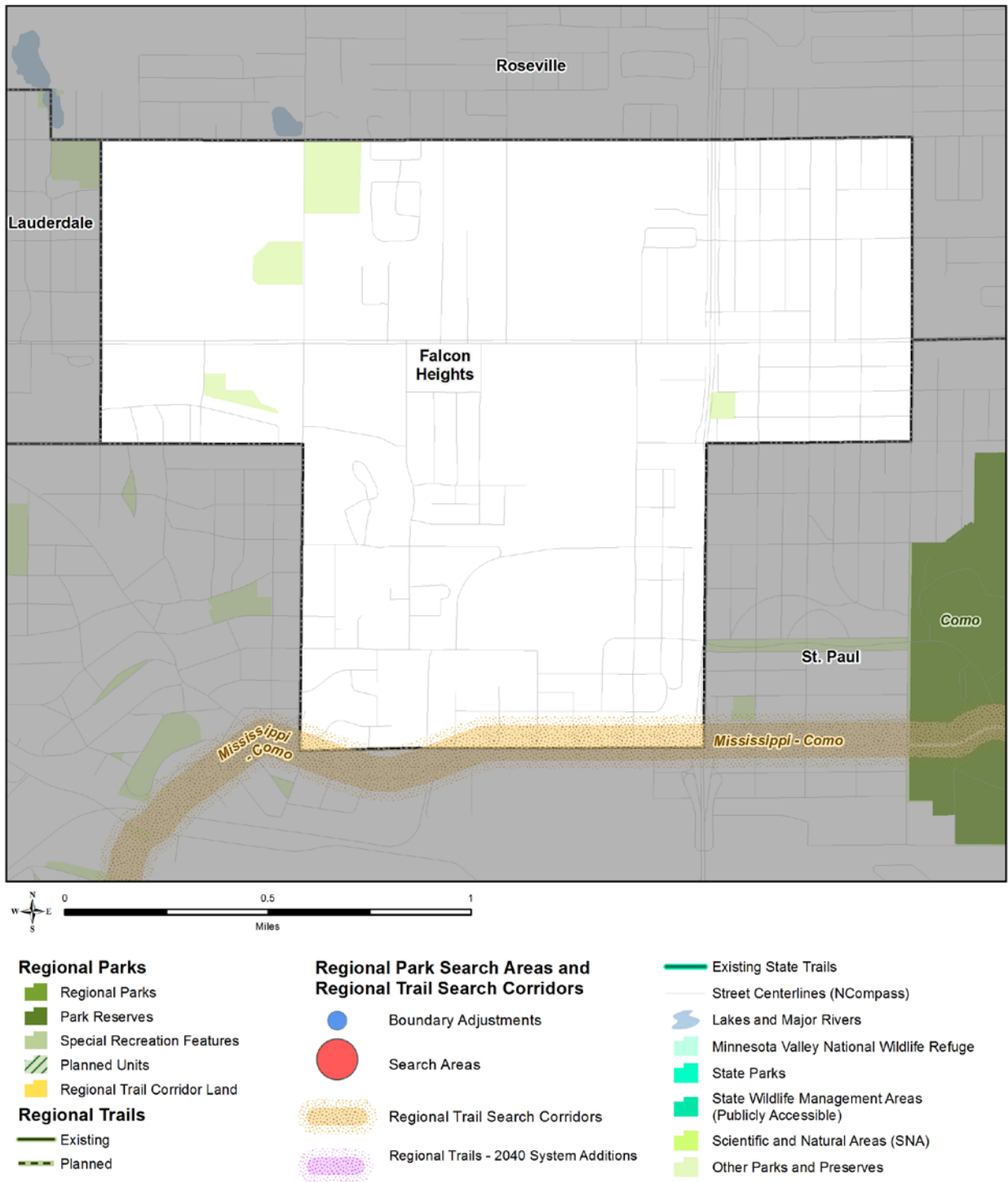
### Regional Park Search Areas and Regional Trail Search Corridors

- Boundary Adjustments
- Search Areas
- Regional Trail Search Corridors
- Regional Trails - 2040 System Additions

- Existing State Trails
- Lakes and Major Rivers
- Minnesota Valley National Wildlife Refuge
- State Parks
- State Wildlife Management Areas (Publicly Accessible)
- Scientific and Natural Areas (SNA)
- Other Parks and Preserves

Figure 2. Regional Parks System Facilities in and adjacent to Falcon Heights

## Regional Parks System City of Falcon Heights, Ramsey County



## CHECKLIST OF MINIMUM REQUIREMENTS FOR FALCON HEIGHTS

The checklist below was compiled from information on the [Plan Elements](#) pages in the [Local Planning Handbook](#) under the “Minimum Requirements” sections of the respective topics. Please note that this information is subject to change. The most current information can always be found on the website. Also, please remember that additional information may be requested during the review process for clarification and accuracy by the Technical Review staff. If you have any questions, please contact your [Sector Representative](#).

### LAND USE

#### Forecasts and Community Designation

- Include a table of forecasted population, households, and employment for 2020, 2030, and 2040, consistent with the Council's forecasts.
- Remember, Council forecasts must be used consistently throughout your entire comprehensive plan.
  - Your transportation plan needs to allocate forecasts to transportation analysis zones (TAZs).
  - Your water and wastewater plans need to reflect forecasts to plan for urban services.
  - Your land use plan must reflect and be coordinated with your forecasts.
- Include a map acknowledging your regional Community Designation(s) and acknowledge the overall density expectations for your Community Designation(s).
- Each Community Designation identifies both Council and Community Roles in Thrive's land use policy section. Plans must be consistent with Community Roles for your Community Designation(s) as well as Community Roles that apply to everyone.

#### Existing Land Use

- Provide an Existing Land Use Map with a land use legend.
- Provide an Existing Land Use Table. Calculate total acres and percent of total acres for each land use category.
- Land uses categories on the map and in the table, as well as any text references must all be consistent with one another.

#### Future Land Use

- The Future Land Use plan must be consistent with the Council's forecasts of population, households, and employment and identify sufficient land to support your community's forecasted growth.
- Provide a Future Land Use Map and land use legend, including density ranges for all land uses that allow residential development.
- Provide a Future Land Use Table. Calculate total acres and percent of total acres for each land use category for each 10-year planning period (2020, 2030, and 2040).
- Define each land use category shown on the Future Land Use Map. Land use categories must be used consistently throughout your plan.
- Land use categories must include types of allowed uses and the minimum and maximum densities (“the allowable density range”) for all categories that allow residential uses. Allowed uses should include a description of allowable housing types such as single family, detached, duplexes, townhomes, etc.
- For each “mixed use” category, define an expected share of individual land uses and identify the permitted density range for residential uses. For example, Mixed Use Downtown might have an expectation of 30% commercial, 40% office, and 30% residential with a density of 10-15 units per acre.
- Acknowledge Council-approved master plan boundaries of regional parks, park reserves, and special recreation features by guiding the properties with a land use of “Park” (or your equivalent) on your Future Land Use Map.

#### For Communities within the Metropolitan Urban Service Area (MUSA) and Rural Centers:

- Identify employment locations and provide a measurement of intensity of planned employment. Employment locations are typically the areas guided for commercial, office, industrial and institutional uses. Acceptable measurements of intensity include Floor Area Ratio (FAR), building footprint or impervious coverage. Ranges for measuring intensity are acceptable.

### For Communities with Special Resources:

- In order for properties to be enrolled in the Agricultural Preserves Program, the Future Land Use Map must reflect an Agricultural land use designation with a maximum density of 1 unit per 40 acres at the time of plan adoption, as required by state law.
- Identify aggregate resources in your community on the Future Land Use Map.
- See the Special Resources section within the Land Use Plan Element for requirements for Critical Area Plans, Historic Preservation, and others.

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### Density Calculations

- Identify where forecasted residential growth will happen on your Future Land Use Map. Show expected new development and re-developed areas.
- Identify what density range is expected for each residential land use in your community.
- Identify when residential development or redevelopment is anticipated to happen. See the Handbook section on Staged Development and Redevelopment.
- The average net residential density for your community must be consistent with the density requirements for your community designation.
- Provide a minimum and maximum value for each residential density range. (Zero is not an acceptable minimum. The maximum value must be a whole number.)
- Use the lowest allowed residential density from land use ranges in your calculations. For example, a land use that permits a density range of 3-5 units per acre must use 3 units per acre in all density calculations for this land use. This ensures that even at the lowest permitted density, the community will be developing at densities that meet overall density expectations.
- Focus on areas of change. Show us which planned land uses have changed from your previously approved plan and where new land uses (change or development intensity) is planned/expected.
- Provide the net developable acreage for each residential land use. It's OK to exclude wetlands and natural water bodies, public parks and open space, arterial road rights-of-way, and natural resource lands protected by local plans and ordinances (i.e. steep slopes, wetland buffers, tree preservation) from area calculations. Stormwater ponds, utility easements, local roads, and local rights-of-way cannot be excluded from area calculations.
- The information you develop in your land use plan carries over to other elements of your comprehensive plan. The areas and densities in the land use plan must be consistent across elements related to forecasted growth, wastewater, water, housing, and transportation.

### For Communities with Existing or Planned Transitways or High Frequency Bus Corridors:

- Minimum average net densities near transitway stations and high frequency bus corridors must meet the standards in the 2040 Transportation Policy Plan (TPP). Refer to the Transportation Plan Element.

### For Communities with an Affordable Housing Allocation:

- Guide residential land at densities sufficient to create opportunities for affordable housing using one of the following options outlined in the Housing Plan Element. Refer to the Projected Housing Need section.

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### Staged Development and Redevelopment

- Identify potential local infrastructure impacts for each 10-year increment.
- Demonstrate that the municipality is capable of providing services and facilities that accommodate its planned growth.
- The staging plan or likely development phasing must be consistent with the volume of anticipated sewer flow identified in your community's Local Sewer Plan.
- The staging plan or likely development phasing must support and be consistent with your community's share of the Region's Need for Affordable Housing for 2021 - 2030.

### For Urban Center, Urban, and Suburban Communities:

- Identify and map the land areas that are available or likely to be available for redevelopment, infill development, or new development in your community.
- Provide a table of those areas identified that includes future land uses, acreages, density ranges, and total residential units in 10-year increments. Use your professional judgment for estimating the timing of development for areas that are uncertain or do not have plans in process.

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### Natural Resources

- Describe your community's goals, intentions, and priorities concerning preservation, conservation, or restoration of natural resources in your community.

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### Special Resource Protection

- All plans must include a protection element for historic sites.

- All plans must include policies for the protection and development of access to direct sunlight for solar energy. Solar access is addressed in depth under the Resilience section.
- All plans must identify whether or not aggregate resources are available within the community. For communities with aggregate resources, additional requirements apply.

**For Communities with Agricultural Preserves:**

- In order for properties to be enrolled in the Agricultural Preserves Program, the Future Land Use Map must reflect an Agricultural land use designation with a maximum density of 1 unit per 40 acres, as required by state law.

**For Communities with Aggregate Resources:**

- Identify aggregate resources in your community on the Future Land Use Map using the Aggregate Resources Inventory.
- You must address and minimize potential land use conflicts.
- Identify planning and regulatory measures to ensure that aggregate resources are extracted prior to urbanization of aggregate-rich sites.

## TRANSPORTATION

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### Transportation Analysis Zones

- Include a table allocating forecasted population, household, and employment growth by TAZ for 2020, 2030 and 2040.
  - Describe how you have allocated demographic growth based on your plan's assumptions for guided future land use (e.g., density, mix of uses, locations for new development, highway/transit access, redevelopment, etc.).
  - When doing your land use planning, accommodate development densities around transit consistent with density expectations established in Chapter 3 of the 2040 Transportation Policy Plan (2040 TPP).
- 

### Roadways

- Describe and map the functional classification of all existing and proposed roads within your community, using the functional classification system described in Appendix D of the TPP and the roadway classification map currently recognized in the region.
    - Maps must reflect the principal arterials adopted as the metropolitan highway system in the 2040 Transportation Policy Plan (2040 TPP).
    - If a community determines that a change to the A-minor arterial system in the community is warranted, a request should be made to the Transportation Advisory Board (TAB) for the change, and TAB's approval secured, prior to reflecting the new classification in the community's plan. Check the council's website or contact Elaine Koutsoukos at 651-602-1717 for more information.
    - Maps should also show the streets classified by the community as major and minor collectors and local streets. Changes to these streets from the function shown on the regional map are at a community's discretion, and do not need approval from TAB. However, these changes should follow the criteria laid out in Appendix D of the TPP and maintain system continuity. A map or table highlighting any discrepancies between the community's map and the regional functional classification map previously referenced should be submitted to Council staff so the regional map can be updated.
  - Include the following information for the principal and A-minor arterials:
    - Identify the existing and future number of lanes.
    - Map current traffic volumes, including heavy commercial volumes, which include both ADT and HCADT.
    - Map forecasted 2040 traffic volumes. (This should be done using the Council's regional model, or another method with approval from Council forecasting staff.)
    - Identify future rights-of-way that need to be preserved.
    - Identify any existing or proposed future MnPASS lanes, dedicated busways and bus-only shoulder lanes as shown in Figure 6-6 of the 2040 TPP.
    - For other proposed interchange improvements, follow the Highway Interchange Request Criteria and Review Procedure, which can be found in Appendix F of the 2040 TPP.
    - Incorporate access management guidelines of MnDOT, or those of the county in which your community is located, into your comprehensive plan as well as into your subdivision and zoning ordinances.
    - Describe recommendations from recent corridor studies regarding roadway improvements, changes in land use, and/or access.
- 

### Transit

- The region has established Transit Market Areas to guide the types and levels of transit service that are appropriate for efficient and effective services. Transit Market Areas are defined in Appendix G of the 2040 TPP by the demographic and urban design factors that are associated with successful transit service. Identify your community in relationship to your transit market area(s). Describe and map the existing and planned transit infrastructure and services in your community, including those of Metro Transit or other regional transit service providers. Communities should include the identification of the following basic elements of the transit system in their comprehensive plan:
  - Existing transit routes and dial-a-ride services
  - Existing and potential high-frequency transit routes
  - Existing and planned transit stations and transit centers
  - Existing and planned park-and-rides and express bus corridors
  - Existing and planned transit advantages
  - Existing transit support facilities

#### **For communities with transitways in the 2040 TPP Current Revenue Scenario with an identified mode and alignment and for high-frequency bus corridors:**

- Describe the community's roles and responsibilities in transitway development, including activities completed or currently underway.
- Describe and map these transitways in your community, including future stations identified by the end of project development.



- Conduct station-area or corridor planning including an investment and regulatory framework that guides future implementation activities.
- Incorporate station area or corridor plans into the comprehensive plan by the end of Project Development.
  - Identify the geography of transit station areas.
  - Ensure that land guided for future residential development in station areas conforms to minimum density levels in the 2040 TPP; and address opportunities for residential density at target density levels.
  - Plan for a total level of activity in station areas that is supportive of transitway investments; and address the activity level guideline of a minimum combined total of 7,000 residents, jobs, or students.
- Address access to stations by pedestrians and bicyclists.

**For communities with transitways in the 2040 TPP Current Revenue Scenario prior to an identified mode and alignment:**

- Describe the community's roles and responsibilities in early transitway development, including analysis of potential modes, alignment, and station locations.
- Describe and map these transitways in your community including alternative alignment(s) and station locations under consideration.

**Bicycling and Walking**

- Describe and map the existing and planned on-road and off-road bicycle facilities in your community.
- Map and describe the Regional Bicycle Transportation Network (RBTN) within your community:
  - Show all Tier 1 and Tier 2 RBTN corridors and alignments.
  - Show the relationship of the RBTN to the local bicycle network of off-road trails and on-street bikeways including all existing and planned connections.
  - Include locations of regional employment clusters and activity center nodes (as shown on the RBTN map) and other local activity centers.
  - For Tier 1 and Tier 2 corridors on the RBTN, describe and map the existing or planned bicycle facility alignments that are within the established corridors; the purpose of these corridors is as a placeholder for cities/counties to designate a planned alignment. If there is a planned alignment that would fulfill the intent of the corridor and that lies within and in line with the corridor's directional orientation that the community would propose to replace the established corridor, map that alignment and denote by indicating it as "proposed for the RBTN."
- Analyze and address the need for local bicycle and pedestrian facility improvements to provide connections that remove major physical barriers (i.e., freeways, railroad corridors, rivers and streams) on the regional (RBTN) and local networks.
- Discuss pedestrian system needs in a manner that responds to your community designation (as described in Thrive MSP 2040) and addresses the needs of your community.

**Aviation**

- Identify policies and ordinances that protect regional airspace from obstructions. Include how your community will notify the FAA of proposed structures.
- Map any facilities such as radio beacons or other air navigation aids sited in off-airport locations and address how they will be protected from physical encroachment and electronic interference through your local ordinance and notification processes. Your system statement will indicate whether your community hosts one of these facilities.

**Freight**

- Identify railways, barge facilities and truck or intermodal freight terminals within the community.
- Identify other important nodes that may generate freight movement, such as industrial parks and large shopping areas.
- Map the road network showing volumes of multi-axle trucks (also known as "heavy commercial average annual daily traffic or HCAADT") for Principal Arterial and A-Minor functional classifications.
- Identify any local roadway issues or problem areas for goods movement, such as weight-restricted roads or bridges, bridges with insufficient height or width clearances, locations with unprotected road crossings of active rail lines, or intersections with inadequate turning radii.

## WASTEWATER

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### Areas Served by the Regional System

- A table that details the households and employment forecasts in 10-year increments through 2040, based on the Council's forecasts and any subsequent negotiated modifications. This should be broken down by areas served by the Metropolitan Disposal System, locally owned and operated wastewater treatment systems, and Community and Subsurface sewage treatment systems. The forecasts used in your wastewater plan must be consistent with the forecasts used throughout your plan, including in land use, transportation, and water supply.
  - Your wastewater plan must be designed to support these forecasts and provide any allocation breakdowns between sewer and unsewered service for population, households, and employment.
- An electronic map or maps (GIS shape files or equivalent must also be submitted) that show the following information:
  - Your existing sanitary sewer system identifying lift stations, existing connection points to the metropolitan disposal system, and future connection points.
  - Local sewer service districts by connection point.
  - Intercommunity connections and any proposed changes in government boundaries based on Orderly Annexation Agreements.
  - The location of all private and public wastewater treatment plants in your community.
- Copy of any intercommunity service agreements entered into with an adjoining community after December 31, 2008; including a map of areas covered by the agreement.
- A table or tables that contain the following information:
  - Capacity and design flows for existing trunk sewers and lift stations.
  - Assignment of 2040 growth forecasts by Metropolitan interceptor facility. In the absence of this information the Council will make its own assignments for the purpose of system capacity needs determination.
- Define your community's goals, policies, and strategies for preventing and reducing excessive inflow and infiltration (I/I) in the local sewer system, including:
  - Define the requirements and standards for minimizing inflow and infiltration and for the disconnection of sump pump, foundation drain, and/or rain leader connections to the sanitary sewer system.
    - Include a copy of or reference to your local ordinance that prohibits the discharge of sump pumps, foundation drains, and/or rain leaders to the sanitary disposal system.
    - Include a copy of or reference to your local ordinance requiring the disconnection of existing foundation drains, sump pumps, and roof leaders from the sanitary sewer system.
    - Include a summary of activities or programs related to I/I source mitigation on private sewer services.
- Describe the extent, source, and significance of existing I/I problems in your community.
- Analyze the costs for remediating the I/I issues identified in your community.
- An implementation plan that contains a program strategy, priorities, scheduling, and financing mechanisms for eliminating and preventing excessive I/I from entering the sanitary sewer system.

### For communities with new trunk sewer systems that require connections to the Metropolitan Disposal System, you also need to include the following:

- A table that details the proposed time schedule for the construction of the new trunk sewer system in your community.
- Describe the type and capacity of the treatment facilities, whether municipally or privately owned.
- Copies of the associated National Pollutant Discharge Elimination System (NPDES) or State Disposal System (SDS) permits.

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### Community and Subsurface Treatment Systems

- Describe your community's management program for SSTS to comply with MPCA regulations (Minn. Rules Chapters 7080-7083).
- Map the locations of all existing public and private treatment systems, if any, including package treatment plants and group on-site systems.
- Map the locations of all sub-surface sewage treatment systems. You should also identify the locations of known non-conforming systems or systems with known problems.
- Describe the conditions under which private, community treatment systems (ex. package treatment plants, community drainfields) would be allowed. Examples of such conditions include:
  - allowable land uses and residential densities
  - installation requirements
  - management requirements
  - local government responsibilities

## SURFACE WATER

The items in the Minimum Requirements section below are consistent with the requirements under the new [Minnesota Rules Chapter 8410](#), adopted in July of 2015 and [Minn. Stat. 103B.235](#).

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### Executive Summary, Water Resource Management Related Agreements, and Amendment Process

- Provide an executive summary that includes the highlights of the local water management plan.
- Describe the water resource management related agreements that have been entered into by your community. This includes joint powers agreements related to water management that the community may be a party to between itself and watershed management organization(s), adjoining communities, or private parties.
- Include a section on amendment procedures that defines the process by which amendments may be made. The amendment procedure must be consistent with the amendment procedures in the watershed organization(s) plans that affect your community.

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### Physical Environment and Land Use

- Describe the existing physical environment and existing land use. You may be able to incorporate data by reference if allowed by the appropriate watershed organization(s) plan. You should be aware that not all watershed plans contain the level of detail needed and in those cases, you will be required to provide this information directly in your local water management plan.
- Describe the proposed physical environment and future land use.
- Include a map and/or description of drainage areas that includes path and flow directions of the stormwater runoff in your community.
- Describe the volumes and rates of flow for those defined drainage areas.

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### Existing and Potential Water Resource-Related Problems

- Include an assessment of the existing water resource related problems in your community.
- Include an assessment of the potential water resource related problems in your community.
- Include a list or map of impaired waters within your community as shown on the most current 303d impaired waters list.

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### Local Implementation Plan/Program

- Include prioritized nonstructural, programmatic, and structural solutions to identified problems.
- Describe the areas and elevations for stormwater storage adequate to meet performance standards or official controls in watershed organization(s) plan.
- Define the water quality protection methods that would be adequate to meet performance standards or official controls.
- Clearly define the roles and responsibilities of the community from that of the WMO(s) for carrying out implementation components.
- Describe the official controls and any changes needed to official controls.
- Include a table briefly describing each component of the implementation program that clearly details the schedule, estimated cost, and funding sources for each component, including annual budget totals.
- Include a table describing the capital improvement program that sets forth by year, details of each contemplated capital improvement that includes the schedule, estimated cost, and funding source.

## WATER SUPPLY

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### For Communities With Public Water Supply Systems Owned By Another Entity

- Include the updated local water supply plan developed by the Public Water Supply System (PWS) that serves your community along with your local comprehensive plan update.
  - Collaborate with the owner of the PWS to ensure their local water supply plan reflects your water demand in a way that is consistent with your community's population forecast.
- 

### Assessing & Protecting Source Water

- If the community does not have a municipal community public water supply system, include information about water supply sources, by providing the following maps from your system statement:
  - Surface water features and their interaction with the regional groundwater system
  - The location of groundwater level monitoring and aquifer testing
  - The presence of any regulatory and management areas
- If the community does not have a municipal community public water supply system, include information about assessing and protecting private water supplies/water sources.

## PARKS AND TRAILS

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### Regional Parks and Trails

- Describe, map, and label the Regional Parks System facilities that are located in your community.
  - Acknowledge the Council-approved master plan boundaries of regional parks, park reserves, and special recreation features by guiding the properties with a land use of "Park" (or your community's equivalent) on your Future Land Use map.
- 

### Local Parks and Trails

- Describe and map your existing and proposed local parks, trails, and recreation facilities.
- Include a capital improvement program for parks and open space facilities as part of your implementation program.

## HOUSING

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### Existing Housing Needs

- Complete an existing housing assessment, including:
  - A table of existing local conditions, including the following information:
    - 1. Total number of housing units.
    - 2. Number of housing units affordable to households with incomes at or below 30% Area Median Income (AMI), between 31 and 50% AMI, and between 51 and 80% AMI.
    - 3. Number of housing units that are owner occupied.
    - 4. Number of housing units that are rental.
    - 5. Number of single family homes.
    - 6. Number of multi-family homes.
    - 7. Number of publicly subsidized housing units by the following types: senior housing, housing for people with disabilities, and all other publicly subsidized units. Include expiration dates of affordability requirements when applicable.
- Number of existing households that are experiencing housing cost burden with incomes at or below 30% Area Median Income (AMI), between 31 -50% AMI, and 51 -80% AMI. A map of owner-occupied housing units identifying their assessed values. At a minimum, differentiate the values above and below \$211,500.
- A narrative analysis of existing housing needs. At a minimum address the components of the existing housing assessment within the local context of your community. Plans consistent with Council policy will clearly identify existing housing needs and priorities for the community.

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### Projected Housing Need

- Discuss how the land use plan addresses the future housing need for your forecasted growth.

#### For Those Communities With An Affordable Housing Need Allocation:

- Acknowledge your community's allocation of the region's need for affordable housing at three levels of affordability: <30% AMI, 31-50% AMI, and 51-80% AMI.
- Guide residential land at densities sufficient to create opportunities for affordable housing using one of the following options:
  - Option 1: Guide sufficient land at minimum residential densities of 8 units/acre to support your community's total allocation of affordable housing need for 2021 – 2030. This option may be best for communities that find it difficult to support densities of 12 units/acre (per Option 2), or prefer simplicity over flexibility in their density minimums.
  - Option 2: Guide sufficient land at minimum residential densities of:
    - 12 units/acre to address your community's allocation of affordable housing need at <50% AMI. This combines your community's allocation at <30% AMI and 31-50% AMI.
    - 6 units/acre to address your community's allocation of affordable housing need at 51-80% AMI.
  - Option 2 may be best for communities that feel they can achieve affordable housing needs at 51-80% AMI with less than 8 units/acre. It also allows the affordable housing need to be addressed with less actual land, as is the case if communities choose to use even higher densities than are required. Furthermore, communities using Option 2 may guide land to meet their allocation of affordable housing need at 51-80% AMI using a minimum density range of 3-6 units/acre if they have demonstrated in the last 10 years the application of programs, ordinances, and/or local fiscal devices that led to the development of housing affordable at 51-80% AMI in their community. Examples include: density bonuses for affordable housing unit inclusion, local funding programs such as TIF, etc.

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### Implementation Plan

- A description of public programs, fiscal devices, and other specific actions that could be used to meet the existing and projected housing needs identified in the housing element. Include in what circumstances and in what sequence they would be used.
- Plans consistent with Council policy will clearly and directly link identified needs to available tools. Needs are identified within the three levels of affordability, and tools should therefore be addressed within the levels of affordability as well.
- Plans consistent with Council policy will consider all widely accepted tools to address their housing needs. A list of widely accepted tools is provided, however, this list is not exhaustive. Communities are strongly encouraged to include any additional tools at their disposal when identifying how they will address their housing needs.

## RESILIENCE

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### Energy Infrastructure and Resources

- Local governments in the seven-county metropolitan area are required by state law to include an element in their Plan for protection and development of access to direct sunlight for solar energy systems.

## ECONOMIC COMPETITIVENESS

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### Redevelopment

- Minnesota Statutes § 473.859 Subd. 1 states that local comprehensive plans “shall contain objectives, policies, standards, and programs to guide... redevelopment and preservation for all lands and waters within the jurisdiction of the local governmental unit”. The information provided in this section of the handbook is intended to assist communities as they grapple with the opportunities and challenges associated with development sites that are declining in value, viability, and marketability.



## IMPLEMENTATION

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### Implementation

- Describe all public programs, fiscal devices, and other actions that your community will use to implement your plan.
- Define a timeline as to when actions will be taken to implement each required element of your comprehensive plan.
- Include a Capital Improvement Program (CIP) for transportation, sewers, parks, water supply, and open space facilities. Specify the timing and sequence of major local public investments.
- The CIP must align with development staging identified in other parts of your plan and include budgets and expenditure schedules.
- Describe all relevant official controls addressing at least zoning, subdivision, water supply, and private sewer systems.
- Include a schedule for the preparation, adoption, and administration of needed changes to official controls.
- Include your local zoning map and zoning category descriptions. Identify what changes are needed to ensure zoning is not in conflict with your new land use plan and consistent with regional system plans and policies.
- Review and update official controls within 9 months of adopting your 2040 plan. Official controls must not be in conflict with your updated plan. You must provide copies of all revised official controls to us.
- The Housing Plan Element has implementation requirements as well. Refer to that section to ensure that implementation requirements for the Housing Action Plan are met.