



STAFF REPORT

DATE: 9/4/2018

CONSENT

ITEM #: 9

TO: City Council
FROM: Emily Becker, Planning Director
AGENDA ITEM: Washington County Comprehensive Plan Adjacent Jurisdictional Review Comments
REVIEWED BY: Kristina Handt, City Administrator
Jack Griffin, City Engineer

BACKGROUND:

Washington County has completed a draft of their 2040 Comprehensive Plan Update and has submitted for adjacent jurisdictional review. The review period ends September 26, 2018. Staff has prepared draft comments for the review.

ISSUE BEFORE COUNCIL:

The Council is being asked to review and approve Staff comments regarding the Washington County 2040 Comprehensive Plan Update.

PROPOSAL DETAILS/ANALYSIS:

Below provides a brief summary of each chapter within the Draft Washington County 2040 Comprehensive Plan along with recommended comment by Staff. Of particular note are italicized comments.

Chapter 2: County Context. This Chapter assumes Lake Elmo to have a 40% increase in population from 2020-2040.

- *Staff Comments:* Staff has no comments in regards to this chapter.

Chapter 3: Goals and Policies. Outlines visions, goals, policies, and strategies for 2040 Washington County Comprehensive Plan.

- *Staff Comments:* Staff has no comments in regards to this chapter.

Chapter 4: Land Use. Washington County does not regulate Lake Elmo's Land Use. The only mention of Lake Elmo within this chapter is the recognition that Lake Elmo does not currently have ordinances or other tools in place to assist in preserving privately owned

historic and cultural resources. There are no resources within the City that are on the National Register of Historical Places.

- *Staff Comments:* Staff has no comments in regards to this chapter.

Chapter 5: Transportation. Public transportation, trails, and improving highways and bridges are recognized as a top priority within Washington County's Transportation Plan.

- Existing Road Functional Classification Changes (p. 5-7)
 - CSAH 17 from Highway 36 to CSAH 14 has changed from a minor expander to minor connector (both subcategories for minor arterials).
 - CSAH 10 from minor expander to minor reliever.
 - CSAH 13 from CSAH 14 to I-694 from a major collector to minor reliever.
- Jurisdictional Changes (p. 5-10)
 - County 13B has changed from a County to local jurisdiction.
 - CSAH 14 has changed from MNDOT to County jurisdiction.
 - Areas of CSAH 15 at the intersection of CSAH 14 and Hwy 36 to the east of CSAH 17 have been identified as over capacity
- Regional Bicycle Transportation Network (p. 5-39)
 - A Tier 2 Corridor for the Regional Bicycle Transportation Network is identified along CSAH 14 with a connection from CSAH 19 to CSAH 14.
- Forecasted Traffic Volumes (p. 5-47)
 - CSAH 17 (Lake Elmo Ave N) from the intersection of CSAH 14 going south have decreased from 8001-15000 annual average trips a day to 0-8000 annual average trips a day.
 - CSAH 13 (Inwood Ave N) in the portion directly south of CSAH 6 have increased from 0-8000 annual average trips per day to 8001-15000 annual average trips per day.
 - CSAH 14 have decreased from 15,001-30,000 annual average trips per day to 8,001-15,000 annual average trips per day.
 - CSAH 15 from the intersection of Hwy 36 to 50th Street have decreased from 15,001-30,000 annual average trips per day to 8,001-15,000 annual average trips per day.
- Volume/Capacity Analysis (p. 5-48)
 - Some small northern sections of CSAH 15 are shown as approaching capacity, changed from over capacity from the 2030 Plan.
 - Some new sections of CSAH 13 are shown as approaching capacity.
 - A new section of CSAH 10 is shown as overcapacity.
- Minimum Right-of-Way Changes (p. 5-50)
 - Minimum right-of-way on CSAH 14 (Stillwater Blvd N) has changed to 180 feet from CSAH 15 (Manning Ave N) to where it intersects with CSAH 6 (Stillwater Blvd N) and to 220 feet to the west of this intersection. This was due to this road becoming a County road.
- Interchange (5-54)
 - One new interchange is indicated that would affect Lake Elmo at the intersection of CSAH 17 and Hwy 36.
- Capital Improvement Program (p. 5-62)
 - Manning Avenue Interchange: 2018

- CSAH 14 west of Manning Avenue Interchange and CSAH 15 south of Manning Avenue Interchange: 2022
- CSAH 17 north of I-94: 2018 Pavement Preservation Project
- CSAH 17 further north: 2018
- CSAH 13 north of CSAH 6 to CSAH 14: 2021
- CSAH 13 north of CSAH 14: 2022
- *Staff Comments:* For the most part the City can support the County's Transportation Plan. The plan identifies both Goals as well as Management Tools and Implementation Tools. The following are noteworthy for City input and or comment.
 - The executive summary identifies a limitation in funding resources and indicates a requirement, therefore, to collaborate with local and regional partners to leverage available resources.
 - Both the Management Tools and Transportation Goal #1 reference the Cost participation policy #8001 as proposed implementation practices. *The City should consider commenting on the need to revise or eliminate the Cost participation policy #8001 due to a lack of local funding resources needed to participate; due to inequitable distribution of transportation costs across Washington County communities; and due to the inability of the City to utilize assessing authority for the local share due to County implementation practices.*
 - Note: Washington County's Cost Participation Policy (#8001) determines the appropriate division of cost in funding cooperative highway projects, traffic signals, and bridge construction projects with MnDOT, municipalities, and other agencies. For highway and bridge projects, the cost splits differ for cities with populations greater than 5,000 and for those with populations less than 5,000. The primary purpose for this difference is the absence of direct State Aid funding to municipalities with less than 5,000 residents. The policy also guides the county's cost participation when communities use Tax Increment Financing (TIF) and for jurisdictional changes or turnbacks.
 - The City should continue to support the County policy regarding the goal to balance access and mobility. *The City could suggest language changes to emphasize that the County maintain flexibility when working with the local government.*
 - The City should continue to support the County policy regarding right-of-way acquisition strategies. *However, the City should consider commenting that the County must emphasize efforts to better define right-of-way corridor needs proactively, both in advance of development applications, and during development applications.*
 - The plan indicates that planning efforts regarding TH36 have not yet begun. The Trunk Highway 36 Corridor is important to Lake Elmo and perhaps a set of overall goals should be identified to guide these future

planning efforts. Goals could be incorporated from the work completed for the TH36 South Frontage Road Study, Lake Elmo Avenue Interchange Concept Planning, and the Manning Avenue Interchange Concept/Preliminary Design.

Chapter 6: Water Resources Plan. Shows that Lake Elmo is the lowest of the Cities that use public water within Washington County, averaging below 50 gallons per capita per day. The Lake Elmo/Oakdale Special Well and Boring Construction Area (SWBCA), which was established due to Volatile Organic Compound at the Washington County Landfill. It also mentions perfluorochemicals (PFCs) near the Lake Jane Landfill and that over 200 homes have been connected to city water as a result.

- *Staff Comment:* Engineering has no major comments regarding the Water Resource Plan. The plan addresses several areas of overlap with Watershed and City processes already in place as has always been the case. The primary areas addressed include:
 - Prevent future groundwater contamination by ensuring sound management of solid and hazardous waste within the county. *No comments by Engineering.*
 - Implement sound watershed management practices in cooperation and conjunction with state and local government entities engaged in water management programs. *No comments by engineering.*
 - Continue implementing SSTS ordinance in accordance with Minnesota Rules 7080-7083. Conduct a countywide assessment for SSTS; Continue to provide financial assistance for SSTS replacement through the SSTS loan program; Explore additional financial assistance options for residents including local and state grants; Strengthen education efforts related to SSTS for homeowners, realtors, and other stakeholders; Promote development of community sewer systems in areas with high rates of noncompliant SSTS or where small groups of homes make such systems feasible. *The City should express continued support for these efforts.*
 - Collaborate with state agencies and local communities to promote and support the efficient use of groundwater resources to ensure that drinking water supplies are adequate for projected growth in the county. Groundwater and Surface Water Protection. *Engineering has no comments.*

Chapter 7: Parks, Trails and Open Space. Sets overall goals and policies that guide development of count-controlled sites and facilities.

- *Parks.* Of these facilities, Lake Elmo Park Preserve is the only facility located within Lake Elmo. This facility offers a boat launch, fishing pier, swimming, camping, picnicking, field games, play equipment, natural areas, restrooms, trails, hiking, biking, cross-country skiing, equestrian, and in-line skating. Annual use estimate of Lake Elmo Park Preserve in 2016 was shown to be 519,900 visitors, which had by far the highest total visits of 2016. Proposed development of the park includes expanded paved and soft surface trail network, expanded picnic areas, expanded camping

- facilities and areas, updated playground structures, updated trail and recreation facilities, updated maintenance facility, and vegetation restoration.
- *Trails.* The draft Plan includes the Central Greenway Search Corridor, which is a multiple use trail that will run north-south through the center of Washington County. The Lake Elmo segment will be determined through a master planning process.
- *Staff Comment:* The City should express support for the County's efforts to develop a master trail plan, both regional park trails and along all County roadways.

Chapter 8: Housing. Lake Elmo has median rents below the metro median, likely because of the limited availability of rental units within the city. As of 2017, there were 0 senior housing units, and the demand forecasted is 503. Arbor Glen added 84 units. Lake Elmo is one of five markets that have a housing demand of 1,100-1,900 units, and much of this demand is for executive priced homes. The demand for new general occupancy rental housing is 104 units.

- *Staff Comment:* Staff has no comments in regards to this chapter.

Chapter 9: Resilience and Sustainability Plan. This summarizes the current strategies related to resiliency and sustainability in the County and it presents an implementation plan for future decision making processes. It recognizes four key areas that are linked in some form to a resilient, sustainable and equitable future: hazard mitigation/community vulnerability, healthy communities, energy, and solid waste management.

- *Staff Comment:* Staff has no comments in regards to this chapter.

Chapter 10: Economic Competitiveness. This highlights initiatives that remain a core part of Washington County's planning activities. The chapter indicates forecasts a 95.8% increase in employment in Lake Elmo, increasing from 1,941 jobs in 2010 to 3,800 jobs in 2040. As of 2010, Lake Elmo accounted for 2-4% of Washington County's employment and is projected to account for 4-6% by 2040.

- *Staff Comment:* Staff has no comments in regards to this chapter.

RECOMMENDATION:

Staff recommends, as part of tonight's consent agenda, that the Council approve the above-outlined comments to Washington County in regards to their Draft 2040 Comprehensive Plan. If removed from the consent agenda, the following motion may be made:

“Move to approve Staff comments to Washington County in regards to their Draft 2040 Comprehensive Plan.”

ATTACHMENTS:

1. The Draft Washington County 2040 Comprehensive Plan can be found at the following link: <https://www.co.washington.mn.us/404/Comprehensive-Plan>