THE CITY OF LAKE ELMO

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Lake Elmo, MN 55042

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NOTICE OF MEETING

The City of Lake Elmo
Planning Commission will conduct a meeting on
Monday, October 13, 2014 at 7:00 p.m.

AGENDA

1. Pledge of Allegiance
2. Approve Agenda
3. Approve Minutes
    a. September 22, 2014
4. Public Hearing - None
5. Workshop Items
    a. COMPREHENSIVE PLAN/DEVELOPMENT UPDATE DISCUSSION. The Planning Commission will discuss the status of current development projects and will review the City's land use plan for the future sewer service areas. This discussion is being conducted as an informational workshop and no decisions will be made by the Planning Commission.
6. Updates
    a. City Council Updates – September 7, 2014 meeting:
        i. Hunter's Crossing Development Contract
        ii. Hammes West Final Plat and Development Contract
    b. Staff Updates
        i. Upcoming Meetings:
            - October 14, 2014 - 7:00 p.m., Downtown Summit Workshop, Christ Lutheran Church Atrium
            - October 27, 2014 – Regular Meeting
    c. Commission Concerns
7. Adjourn

City of Lake Elmo
Planning Commission Meeting
Minutes of September 22, 2014

Chairman Williams called to order the meeting of the Lake Elmo Planning Commission at 7:00 p.m.

COMMISSIONERS PRESENT: Williams, Dodson, Kreimer, Larson, Lundgren, Dorschner and Haggard

COMMISSIONERS ABSENT: None

STAFF PRESENT: Community Development Director Klatt, City Planner Johnson, and Planning Intern Casey Riley

Approve Agenda:

The agenda was accepted as presented.

Approve Minutes: September 8, 2014

Dodson asked to clarify a statement he had made concerning the Inwood PUD.

M/S/P: Dodson/Lundgren move to approve the minutes as amended; ***Vote: 7-0, motion carried unanimously***.

Business Items: Hammes Estates – Final Plat

Johnson reviewed information concerning an application for the Hammes Estates Final Plat. The final plat includes 57 single family lots that will be located west of Keats Avenue and south of Goose Lake on property that was historically used as the Hammes gravel operation. Johnson reviewed the critical approval issues that have been identified by Staff, which included City Engineering review comments, DNR approvals for Goose Lake restoration, Goose Lake Park design and improvements, and soil contamination remediation. Johnson also reviewed the recommended list of conditions for consideration by the Planning Commission.

Haggard asked for clarification concerning the conditions of approval. Haggard also asked if the fire chief is the primary staff contact for environmental issues in the community. Johnson noted that the fire chief is the City's main public safety officer and was contacted by the MPCA regarding the soil contamination.

Dodson asked if the plans would need to change in order for the applicant to comply with watershed district requirements. Johnson noted that the conditions should be able to be met without any changes to the plat, and also commented that the City Engineer has reviewed these conditions as well prior to making his comments.

Dorchner asked if the City could require park fees for the entire plat be paid up front. Johnson replied that the City may not be able to require land or fee dedications beyond the land that is subject to the final plat. He stated that he would check with the City Attorney on this matter.

The Commission reviewed the other conditions of approval as recommended by Staff.

Williams requested that Condition 15 be added to require that the proposed boardwalk segment be designed to accommodate bicycle traffic. The Commission consented to the addition of this condition.

Kreimer questioned why the northern trail segment could not be moved further to the south and adjacent to the private lots within the development. Johnson replied that the City Engineer is recommending that the trail be constructed in the planned location due primarily to the topography of the site. If it is moved further to the south, the trail would be lower in elevation than the proposed stormwater facilities, causing concern about the subgrade of the trail. Kreimer requested that the trail be moved between the two ponds.

Johnson stated that some of the City Engineering comments pertain to the western portion of the site and fall outside the final plat area. The City is still working with the applicant to resolve these issues as part of the final construction plan review.

The Commission generally discussed the process and timing for the construction of various improvements within the subdivision.

Ryan Bluhm, Westwood Engineering, stated that it might be possible to move the proposed trail between two ponds, and that a portion of this segment could be built as a boardwalk. He noted that he would need to work with the City Engineer to determine if this would be a viable option. There was a general discussion concerning the operation of the storm water ponds and the City's need for access.

Kreimer noted that the proposed trail heading east of Stonegate would go through a grove of trees within the Stonegate subdivision. He asked if the Valley Branch Watershed District would grant an exception to the wetland buffer rules in order to preserve trees. Johnson replied that Staff would investigate any options that might exist, but noted that the watershed is fairly strict in allowing any improvements within wetland buffers.

M/S/P: Dodson/Kreimer motion to include a condition that the developer inventory the trees to be impacted along the northern boundary due to trail construction within the buffer area, and that any impacted trees be replaced at the rate specified in the tree preservation and protection ordinance (Section 154.257). ***Vote: 7-0, motion carried unanimously.***

Haggard noted that the conditions should include language that all conditions should be met prior to release of the final plat for recording.

Kreimer asked if signs noting private property boundaries should be required in cases where public trails abut private property.

M/S/P: Dorschner/Dodson to recommend approval of the Hammes Estates Final Plat with the findings of fact as drafted by Staff and with 16 conditions of approval as amended and recommended by the Planning Commission. ***Vote: 7-0, motion carried unanimously.***

Haggard asked for clarification concerning the landscape islands and the plan for plantings within these areas. Mark Sonstegard, Ryland Homes, responded that after reviewing other islands that have been constructed by Ryland, he has concluded that the planting of grass would be more appropriate for the space.

Kreimer expressed a strong preference for park location number two from among the small park options presented by the developer.

M/S/P: Kreimer/Lundgren, motion to recommend to the Park Commission that the potential tot lot location number two is the preferred location for this park due to its central location and the lack of a stormwater pond adjacent to the site. ***Vote: 7-0, motion carried unanimously.***

The Commission requested that Staff research issues associated with marking private property along public trails.

Business Item: Rural Area Analysis Presentation

Klatt introduced Casey Riley as the City's Planning Intern and stated that she has prepared a report concerning the City's rural development areas. She reviewed a rural development report, which includes information concerning some high level development costs and other development issues pertaining to these areas.

Williams suggested that future versions of the report include a list of near-by streets or other mechanisms to help locate each subdivision.

Larson would like to see measures of things that were successful and unsuccessful in each development. For instance trails, septic system, egress and ingress, etc.

Dorschner – Would like to see environmental impacts included such as what are the impacts of adding more wells and private sanitary facilities to the City and can we determine the public health impacts. Riley stated that she has a program that could run some of that if we could get some of the construction documents.

Dodson – would argue that any community system is less expensive than public, but also have to factor in environmental concerns.

Williams stated that it appears that small non-buildable lots are included in the statistics and would throw off the overall numbers. These parcels should be excluded.

Dodson is wondering if plans for future sewer can be superimposed on sewer and water maps. Haggard is wondering if this can be put on the website. Klatt stated that there will be a new page on the website for current developments and this could be a sub page.

Dorschner would like to see the 201 systems listed separately from the public sewer.

Business Item: Planning System Improvements

Klatt discussed Planning Commission Systems improvements. For development applications, complete application and materials need to be submitted 2 weeks ahead of the meeting to get on the agenda. The packet will be mailed out the Monday before the meeting. Notification for public hearings will be expanded from 350 feet to 750 feet.

Haggard asked about critical issue versus technical correction. She feels that the Planning Commission should be looking at all of that.

The Commission asked if the notification distance can be tailored based on where it takes place.

Dodson stated that the developer should know their timelines and staff should not be the ones calling them and asking for the information.

Updates and Concerns

Council Updates

1. Inwood PUD Concept Plan passed.
2. Boulder Ponds Preliminary Plat and Preliminary PUD Plan passed.

3. Village Park Preserve Preliminary Plat passed.
4. Hunter's Crossing Final Plat passed.
5. Savona 2nd Addition Final Plat passed.
6. Savona 2nd Addition Developer's Agreement passed.
7. Wildflower at Lake Elmo Comprehensive Plan Amendment passed.

Williams stated that he feels that it needs to be explained to Council Members and Planning Commission members that a PUD plan has exceptions and deviations from City Code that may not go through the variance process, but are deviations from the regular City Code.

Staff Updates

1. Upcoming Meetings
    a. October 13, 2014
    b. October 27, 2014
2. Currently there is nothing scheduled for the October 13th meeting and the Chair may cancel.
3. October 14th 6:30 – 9:30 pm there will be a downtown summit meeting to look at economic development issues, market study and planning issues that affect downtown.

Commission Concerns – None

Meeting adjourned at 9:36 pm

Respectfully submitted,

Joan Ziertman
Planning Program Assistant

PLANNING COMMISSION
DATE: 10/13/14
AGENDA ITEM: 5A – WORKSHOP ITEM
CASE – N/A

ITEM: Land Use Development Update/Comprehensive Plan Discussion

SUBMITTED BY: Kyle Klatt, Community Development Director

REVIEWED BY: Nick Johnson, City Planner

SUMMARY AND ACTION REQUESTED:

At the request of the Planning Commission Chairman, the Planning Commission is being asked to conduct a workshop session with Staff to review the City's Comprehensive Plan for the urban, sewered portions of the community and to discuss the plan in the context of recent development approvals. In order to facilitate this discussion, Staff has prepared the following report with information about current developments and additional information concerning the City's obligations and requirements to implement a Comprehensive Plan.

GENERAL INFORMATION

Applicant: City-initiated action for discussion

Request: Discuss the City's Comprehensive Plan and development activities.

History: A brief history of the City's Comprehensive Planning efforts is included below. The City has been approving development proposals that are consistent with the Comprehensive Plan since it was adopted and implemented in 2013.

Deadline for Action: None

Applicable Regulations: Comprehensive Plan – Chapter III: Land Use Plan
Comprehensive Plan – All other Chapters
MN State Statutes 473.854 (Metropolitan Land Planning Act)
Lake Elmo Zoning Ordinance – Articles 11 and 12 (Urban Districts)

WORKSHOP DISCUSSION POINTS

After completing of updates to the City's 2030 Comprehensive Plan in 2013, the Planning Commission has been reviewing development proposals throughout the past year to year and a half within the City's planned urban (sewered) development areas. During its review of each development, Staff has been including an analysis of the project density to determine whether or not the densities proposed are consistent with the Comprehensive Plan. The Planning Commission has been requesting an opportunity to take a larger picture look at the status of the Comprehensive Plan

as it relates to current development projects, and the Commission's upcoming meeting will provide an opportunity for this discussion as a workshop topic.

In order to assist the Commission with its discussion on this matter and to provide Commissioners with an update on the status of the City's various development projects, Staff has prepared the attached development status map, along with a development summary in the next section of this report. Before presenting this information; however, Staff would like to make a few points that will be critical to keep in mind during this discussion, which include the following:

- The 2005 Memorandum of Understanding between the Met Council and City of Lake Elmo has been terminated and no longer exists. All REC (Residential Equivalency Connection) unit counts, development timing, and penalties associated with this agreement are also gone. The release from the MOU was accomplished because the City adopted a Comprehensive Plan that is consistent with the Met Council's regional plans and took steps to implement this plan by adopting new zoning requirements and installing sanitary sewer to the City's Stage 1 development areas. This release occurred only after the City presented development plans to the Met Council to show evidence of implementation.

- If Lake Elmo had <u>not</u> been successful at terminating the MOU, the City would have been hit with a waste water inefficiency fee of over $1,000,000 on January 31, 2016. This amount has been adjusted based on the projections for housing construction in 2015 and takes into account the 5-year extension previously granted by the Met Council. In addition to the fee, the MOU included an automatic density increase that would have raised the City's minimum density for certain portions of the community to 6.5 units per acre. With the termination of the MOU, these penalties are gone.

Other issues associated with the City's Comprehensive Plan and its obligations under the State Statutes (the Metropolitan Land Use Planning Act) that the Planning Commission should also consider include the following:

<u>Comprehensive Planning and Regional Planning Issues:</u>

1) The City adopted the bulk of the current Comprehensive Plan as part of its 2008 decennial plan update, with updates in 2013 to the land use, housing, and other minor sections. The document as a whole makes up the City's 2030 Comprehensive Plan and as a whole has been deemed compliant with the City's regional planning obligations.

2) All development proposals being submitted to the City are being reviewed under the 2030 Plan, and all have been deemed consistent with this plan.

3) The Met Council releases system statements every ten years for each community in the Metropolitan planning area, and these statements include various planning elements that each community must incorporate into its Comprehensive Plan (i.e. land use, transportation, waste water, and parks). The system statement for Lake Elmo was last updated in 2005, and is the basis for the 2030 Plan. The next system statement for Lake Elmo will be completed in the fall of 2015, which starts the process for the City's next decennial Comprehensive Plan update that will be due by the end of 2018.

4) Any amendments to the Comprehensive Plan prepared prior to the release of the 2015 systems statement will be reviewed under the current regulatory document (from 2005). Staff has attached an interim planning document prepared by the Met Council that describes

the process that will be used to review Comprehensive Plan amendments submitted in the period between now and when the City updates its plan for 2018. Any revisions that are not consistent with the regional plans will be rejected.

5) The 2005 systems statement (which is also attached) includes projections for a population of 24,000 population 8,727 households in Lake Elmo by 2030.

6) The 2015 systems statement that will be released in the fall of 2015 will include projections for a population of 20,500 and 8,000 households in Lake Elmo by 2040.

Lake Elmo Planning Considerations

1) With the elimination of the MOU, the household and population numbers in the Comprehensive Plan represent a projection of what is most likely to occur in the community, and are no longer a mandate. However, the City's plan must allow for development to occur that will achieve the growth target at the minimum level (i.e. the City must be able to demonstrate that its plan can accommodate a minimum of 8,727 housing units).

2) The City is able to control and regulate the staging of this development via the adoption of a staging plan as part of the land use plan. The City did include such a plan in its land use plan, which divides the future sewer service areas in the City into three distinct phases.

3) The City is obligated to plan for urban densities with a minimal level of three units per acre throughout its sewer service areas. The City has chosen to allow development at densities lower than three units per acre based on a plan that identifies other areas of the community that are planned for denser development. The overall density throughout sewered areas must not drop below three units per acre.

4) Based on the minimum densities specified in the regional plan, Lake Elmo must incorporate areas for medium or high density housing otherwise the plan does not work from a minimum density perspective. The separate classification of higher density areas has allowed the City to tier its residential development so that the northern portions of the I-94 corridor can serve as a transition area between commercial and denser residential development.

5) Most of the development approved to date falls below the three units per acre.

6) With the upcoming reductions in population and housing, the City has been taking action to approve minor Comprehensive Plan amendments that have allowed for some functional rebalancing of growth in the community. This rebalancing is possible as long as there are no significant changes to the various land use categories or amount of land planned for future development that would lead to a dropping of the City's per unit density to less than three units per acre or drop in population projections below a level deemed acceptable by the met Council. The Met Council Staff has communicated that any significant decreases in projections would be problematic.

7) The City will not be able to plan for the 2040 forecast numbers until later in 2014 when the City's updated systems statement is released by the Met Council.

8) Even after the systems statement has been released, any significant changes to the Land Use Plan will require a review of all other aspects of the plan (i.e. housing, transportation, water supply, waste water, etc…) since these the other sections relate back to the land use plan.

9) In addition, the City has made a substantial investment in infrastructure to serve new development, and moving away from the current Comprehensive Plan could bring in less revenue to pay for these improvements. All of the cost analysis for the City's sewer and water projects use the City's land use plan as the basis for future growth projections. Land Use changes can (and will) occur but any larger changes should be reviewed on a holistic basis to determine the appropriate impacts (especially when overall development numbers are being reduced).

BACKGROUND/DEVELOPMENT UPDATE:

The City adopted updates to the 2030 Comprehensive Plan in April of 2013 specific to the Land Use and Housing Chapters. Later in 2013, the City also adopted a further amendment to the Land Use Chapter to include the Village Area plan as a part of the overall Comprehensive Plan. The approval of these amendments completed the City's obligations concerning Comprehensive Planning that stretched back to the court decision concerning the Met Council. These plans were prepared after an extensive planning process with two distinct work groups reporting to the Planning Commission and Council. The end result was a plan that not only met the City's legal requirements under State Law, but also led to the elimination of the MOU.

Staff has provided the Planning Commission with an up-to-date copy of the complete Land Use Plan in advance of the workshop meeting, and has also attached additional information to this report to further explain the City's requirements for updating its plans in the future. These documents include the City's 2005 Systems Statement, an interim Comprehensive Plan Review procedures chart, and a description of the regional Community designations that help shape the met Council's metro-wide planning policies.

In terms of current and planned development, the attached map depicts, on a high level, the number of residential units in developments that have been approved to date (at either a concept plan or preliminary stage) along with a general estimate of the undeveloped residential units that are remaining within the City's sewer service areas. The following is a summary of the information depicted on the map:

I-94 Planning Area

Units Approved	1,272
(Minimum Units from Comp Plan)	1,340
Future Units	1,979
Total (Approved Plus Future)	3,251

To date, the City has approved 68 units less than the minimums specified in the Comprehensive Plan for the I-94 Corridor.

Village Planning Area

Units Approved	559
(Minimum Units from Comp Plan)	463
Future Units	545
Total (Approved Plus Future)	1,104

While the number of residential units approved for the Village area is somewhat higher than the minimum levels specified in the Comprehensive Plan, these numbers fall well within the land use ranges approved throughout this planning area. For instance, the maximum number of residential units that could be developed using the maximum end of the Village density ranges (leaving the mixed use area at 200 units) is around 1,400 units compared to the minimum amount of 1,100 units. In addition, the City is still working through airport zoning issues with the affected parties, but it does appear that the overall development within the northeastern portion of the Village will be lower than was anticipated in the Comprehensive Plan. Please also keep in mind that the developer of Easton Village will be moving some of the planned park areas from the southern portion of the Village to north of the tracks.

To date, the City has approved plans that would account for a little over 1/3 of the overall residential units within the I-94 corridor, and these units correlate almost directly with the Stage 1 development areas as identified in the Comprehensive Plan. There are no developments pending that would require a major extension of sewer services, and all new developments within the I-94 Corridor are either occurring adjacent to an existing sewered area or within an area that is being serviced via a public improvement project.

The entire Village Planning Area is included in the City's Stage 1 growth area, and sewer has now been extended to the extreme southern limit of the Village along 30th Street. As development proposals have come forward in the Village, the City has seen some clear advantages to opening up all portions of the Village to development at the same time (rather than following a more prescribed staging of sewer from the south). Specifically:

- Developers that own land in both the northern and southern portions of the Village have been able to coordinate their storm water planning efforts to ensure that downstream impacts are properly addressed. These owners, along with the City, are working with the watershed district to consider broader plans to help improve water quality throughout the planning area.

- Because developers north and south of Highway 5 are working on development projects, the City has been able to coordinate with these developers to plan for the extension of sewer service to the northern portion of the Village. Sewer is presently being installed within 39th Street and will connect to the private line down to the lift station on 30th Street.

- The City has been able partner with Washington County to develop plans for the reconstruction of Lake Elmo Avenue in the Village, which will also address a majority of the downtown flooding issues that have persisted for decades.

- The City is currently working on projects to address airport safety zoning issues and to identify the appropriate location for a new railroad crossing. The results of these studies could have an impact on future developments, especially in the northeast portion of the Village.

- Washington County is currently working on developing updated plans for Manning Avenue, and has been able to coordinate right-of-way acquisition, access management, storm water, and other planning matter with developers in conjunction with their projects.

Since the City adopted the updated Land Use Plan in 2013, there have been several amendments brought forward to refine the overall plan in response to market demands or to make City-initiated revisions to the land use plan to address specific issues. These amendments, in total, have reduced the overall population and household numbers slightly lower from the original amounts, and represent incremental, functional adjustments that have so far been deemed appropriate by the Met Council. Staff will continue to look for ways to make these adjustments in advance of the next major plan update and as issues arise during the implementation of the Comprehensive Plan.

The minor amendments approved since the adoption of the final land use plan include the following:

- ***Landucci/Pratt Property (Lake Elmo Avenue) Amendment***. This amendment changed the land use designation of two parcels totaling approximately 35 acres from high and medium density residential to medium and low density residential respectively. The corresponding housing unit reduction of 122 units is reflected in the "number or units approved" in the above I-94 chart.

- ***RAD-2 Elimination***. Earlier this year, the City Council approved an amendment that eliminated the RAD-2 land use category from the Future Land Use Map. Although not specifically accounted for in this report, this action reduced the City's household projections by 241 housing units.

- ***Density Gaps***. When the original land use plan was approved, the density ranges used for residential land use categories included gaps between the various categories (which was done to assure that minimum development thresholds would be achieved). The City approved an amendment that eliminated these gaps and effective reduced the low end of the medium density land use category from 4.5 to 4 units per acre. The estimated impact of this action lowers the minimum number of medium density residential units by 195.

- ***Holliday Parcel Amendment***. In order to clarify the future land use of the extreme southern portion of the Village Planning Area, the City approved an amendment to change the future land use designation of the Holliday parcel immediately north of 30th Street from rural development to LDR – Low Density Residential. The preliminary plat approved for this portion of the Village resulted in a net density increase of 21 units for this site.

- ***Wildflower Development***. As part of the Wildflower (Engstrom) development proposal, the development requested and received approval of a Comprehensive Plan amendment that added approximately 20 units into areas that were previously guided for rural development.

Taking all of the above actions into account, the City has through a series of minor land use amendments reduced the number of planned households by roughly 500 units. In the interim, it is likely that the City will be able to continue looking at these kinds of functional re-balancing of its land use plan as long as they can be reviewed by the Met Council as a minor plan amendment. Any

more significant amendments will likely need to wait until the 2015 systems statement has been adopted.

FINAL POINTS

As a framework for its discussion on October 13th, Staff is recommending that the Planning Commission keep the following points in mind:

1) The City has the ability to control future growth and development by enforcing the current staging plan. Specifically, any new development within the Stage 2 or 3 areas can be delayed until there is more substantial build out in the Stage 1 planning area or the Council deems that adequate services are available to serve these areas.

2) Staff is recommending that the City will be better served by re-evaluating the amount of land dedicated for high density housing as part of its 2040 land use plan update rather than making any changes to the current plan in advance of the 2015 systems statement. With the timing of the transit planning currently taking place for the Gateway corridor (I-94), any future land use plan updates will also be able incorporate a rebalancing of the high density areas to address the final outcome of the Gateway process. In particular, there will be opportunities to move and reduce the amount of high density housing along Manning Avenue to targeted transit planning arears at key intersections.

3) The City will not be able to accomplish a major rebalancing of housing units until later in 2015. Any such changes would need to be reviewed in the context of the entire Comprehensive Plan and not just the land use chapter.

4) The City is still operating under its 2030 Comprehensive Plan and 2005 Systems Statement, and all amendments submitted until later next year will be reviewed for consistency with these documents.

RECCOMENDATION:

Staff is recommending that the Planning Commission review the attached staff report and associated materials. As a workshop, the Commission is not being asked to take any action.

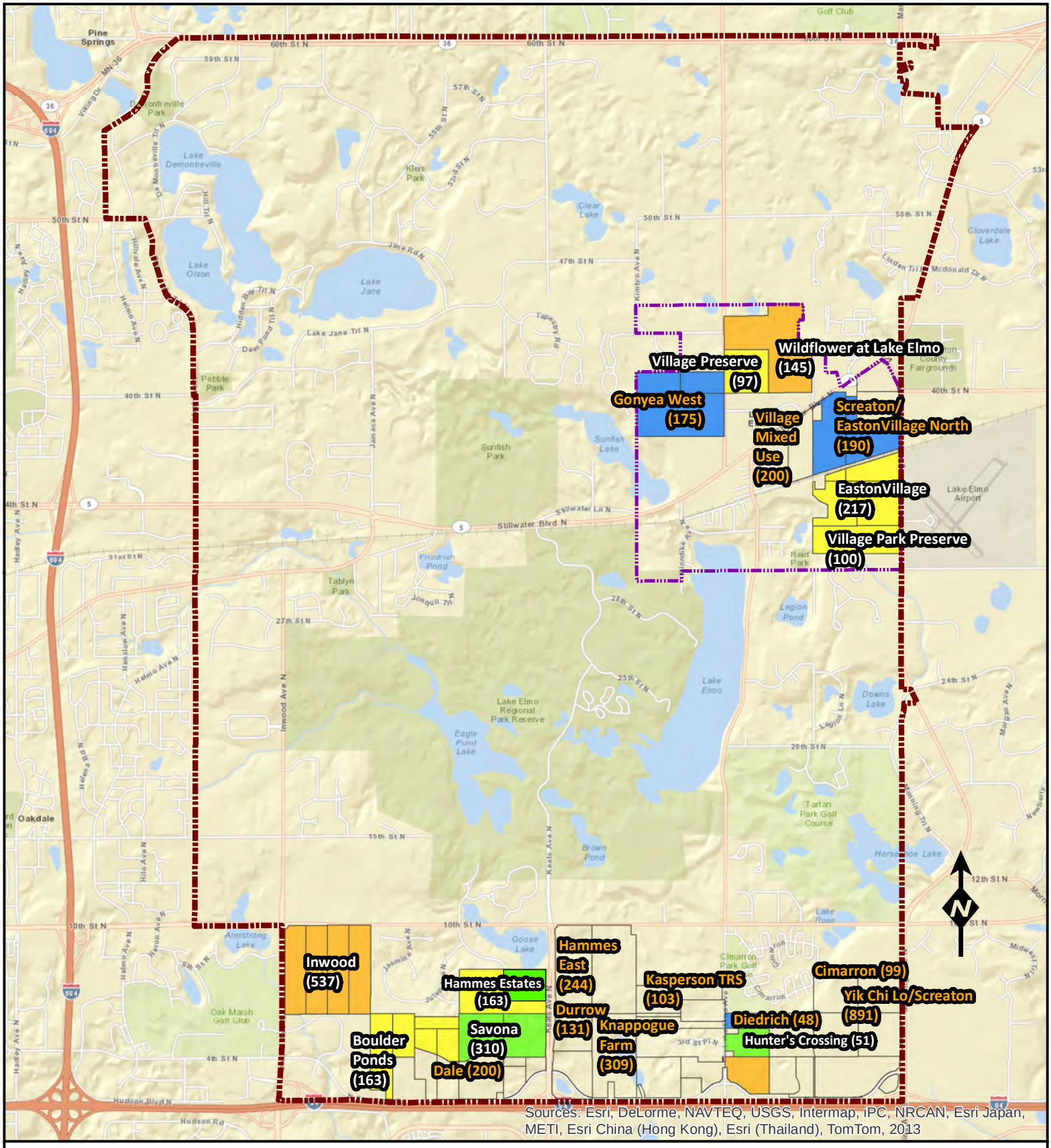
ATTACHMENTS:

1. Lake Elmo Development Status and Location Map
2. Village Land Use Map with Parcel Areas
3. I-94 Corridor Planning Map (Including Planned Land Uses, Area, and REC Unit Estimates)
4. Met Council Guidance Document – Planning Prior to 2018
5. Met Council Community Designations
6. Lake Elmo Systems Statement (2005)

ORDER OF BUSINESS:

- Introduction.....Community Development Director
- Report by Staff .....Community Development Director
- Questions from the Commission..... Chair & Commission Members

- Public Coments .....Chair
- Discussion by the Commission ..... Chair & Commission Members
- Action by the Commission..... Chair & Commission Members



Development Status and Location - Lake Elmo, MN

THE CITY OF LAKE ELMO

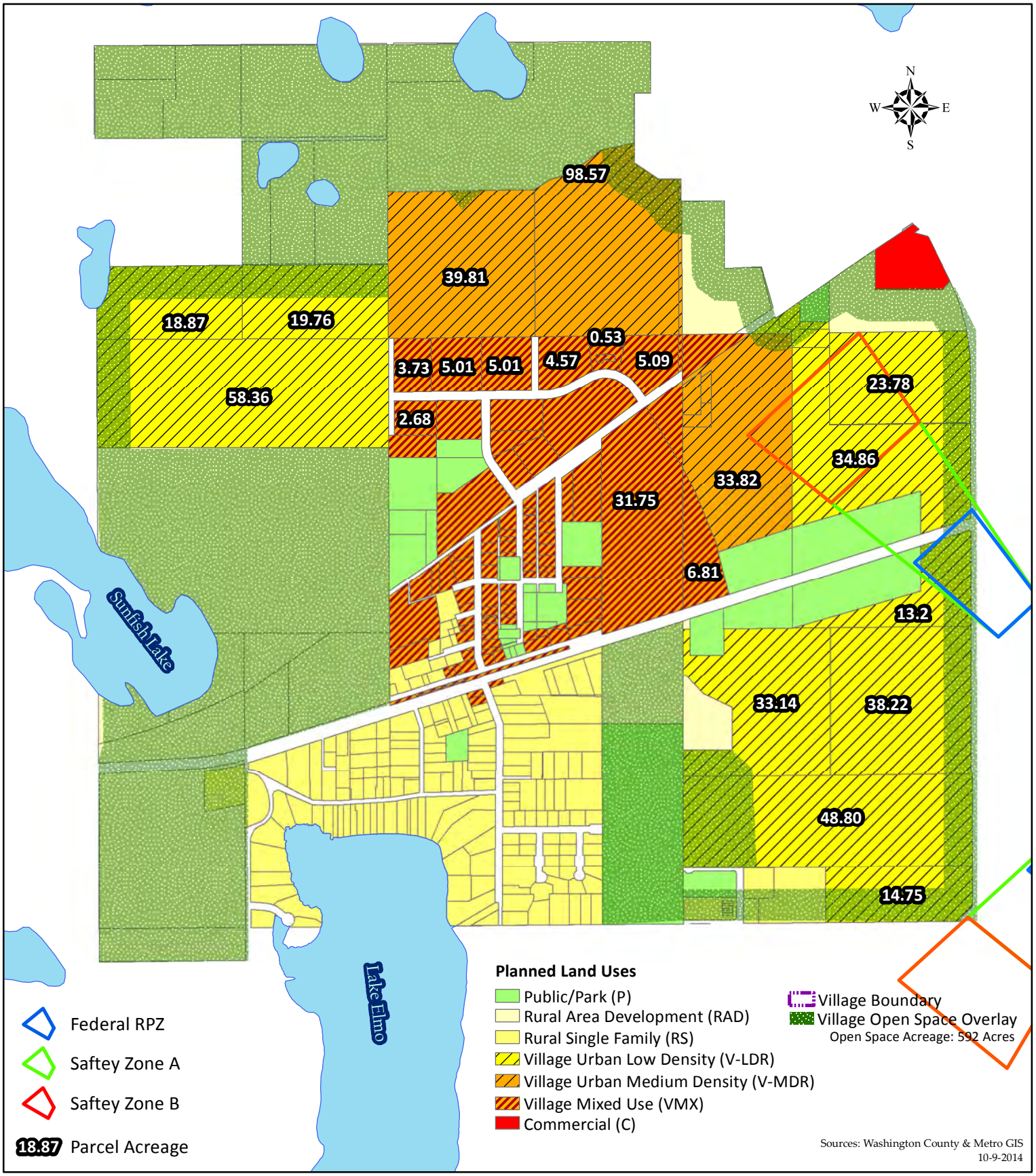
Map Date: October 9, 2014

Development/Approval Status

- Final Plat
- Preliminary Plat
- Concept Plan
- Under Contract
- Devlopable Parcels
- Municipal Boundary

EastonVillage (217) — Known Figure

Gonyea West (175) — Estimated Figure



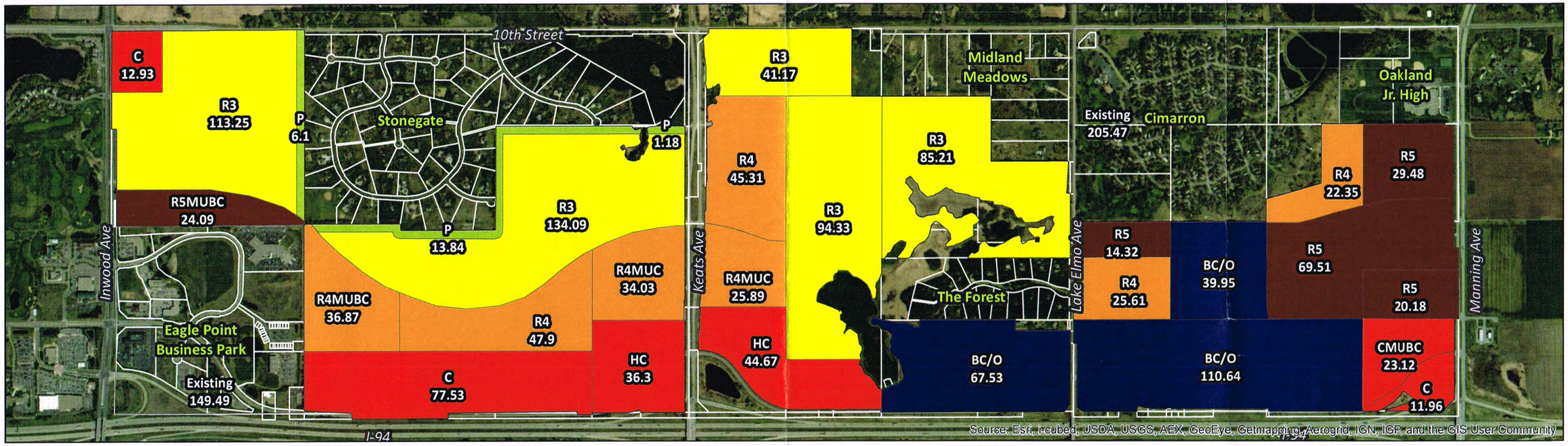
Village Planned Land Use

Lake Elmo Comprehensive Plan 2030

THE CITY OF LAKE ELMO

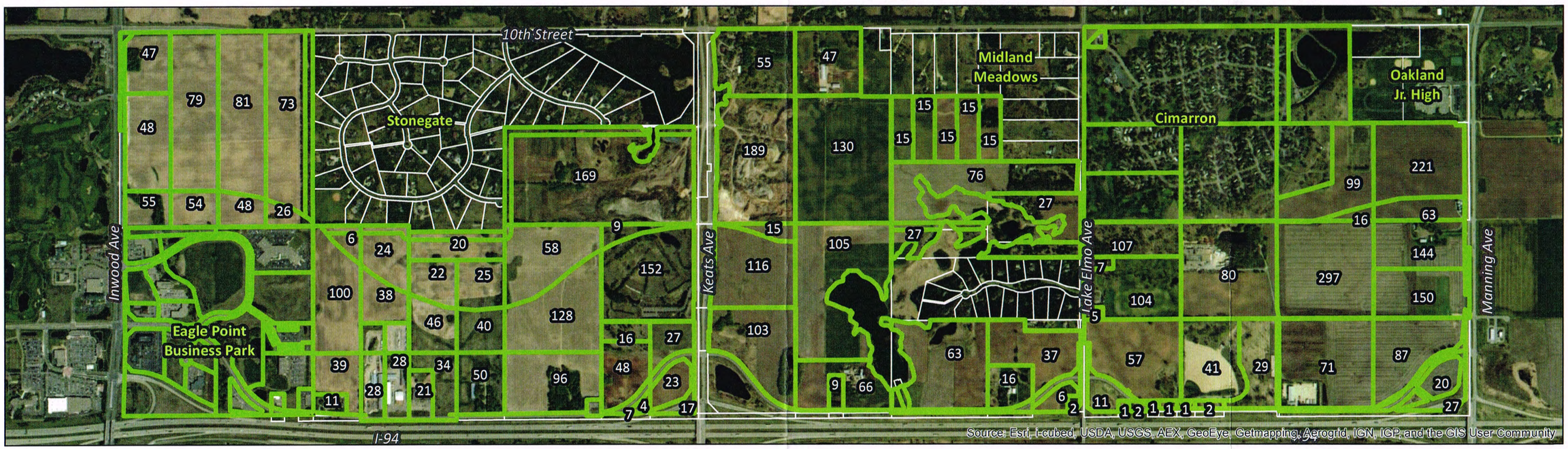
Land Use Plan for South of 10th Street

Boundaries, densities and text subject only to changes which result in the final minimum number of REC units being equal to or in excess of 4500.



Approximate Corresponding REC Units

Lowest Permitted Density Assumptions: (R-3 = 2.5 upa) (R-4 = 4.5 upa) (R-5 = 7.5 upa) (C & HC = 4 rec/acre) (BC/O = 2 rec/acre)



Approximate NEW rec units (EXCLUDES anticipated Eagle Point & Cimarron hook-ups): 4685 (HIGH) / 4384 (LOW)

"High" number assumes all ALTERNATIVE use areas develop at the highest allowable floor for that acreage; "Low" number assumes all mixed use areas develop at the lowest allowable floor for that acreage.

PLAN AHEAD

COMPREHENSIVE PLAN AMENDMENT REVIEW THROUGH 2018

Now that Thrive MSP 2040 is adopted, what does that mean for your comprehensive plan?

As directed by state law, the Council adopted a new comprehensive development guide, *Thrive MSP 2040,* in May 2014. We are updating our regional plans for transportation (including aviation), regional parks and open space, and water resources. In addition, we are also drafting a new housing policy plan. These system and policy plans are scheduled for adoption later in 2014 and in early 2015.

We will issue System Statements in the fall of 2015; and your community will have until the end of 2018 to update your comprehensive plan. We recognize that communities may need to amend their 2030 comprehensive plans prior to completing their update. This is how we will consider and review amendments to your current comprehensive plans:

1. From now until early 2015 when all of our system and policy plans are adopted, comprehensive plan amendments will be reviewed under the *2030 Regional Development Framework* and 2030 system plans.
2. From early 2015 (after the adoption of all of the system and policy plans) until January 1, 2016, you may **choose** to have your comprehensive plan amendment reviewed under either:
   a. The *2030 Regional Development Framework* and 2030 system plans

      – OR –

   b. *Thrive MSP 2040* and its 2040 system plans

   Please note that amendments under either scenario must not create conformance issues with 2040 metropolitan system plans.
3. From January 1, 2016 to June 30, 2018, all comprehensive plan amendments and updates will be reviewed under *Thrive MSP 2040* and its system and policy plans.
4. Beginning July 1, 2018, we will no longer accept amendments to 2030 comprehensive plans. To be reviewed, an amendment must be found complete before July 1, 2018.
5. Your 2040 comprehensive plan updates are due to the Council by December 31, 2018.

What about changes to our forecasts?

When we adopted *Thrive*, we also adopted 2040 local forecasts of population, households, and employment. We are using these adopted forecasts for developing the systems and policy plans and forecasting future demand for transportation, transit, and sewer service. Later in 2014, we will issue and adopt forecasts for 2020 and 2030 consistent with the adopted 2040 forecasts. In 2015, we will update regional and local forecasts to reflect current national data and the policies adopted in the Council's systems and policy plans. The System Statements issued in the fall of 2015 will include these updated forecasts.

Consistent with the timelines above, you may continue to implement and amend your 2030 comprehensive plans, which use Framework forecasts. Some proposed amendments might include requests to change your local forecasts. In the time period before System Statements are issued in 2015, we will consider revisions to the *Thrive* forecasted 2040 community totals as part of our review of those amendments. Examples of plan changes that could result in a revision to *Thrive* forecasts include:

- Substantial changes in land supply, planned land uses, and/or allowable density ranges
- Substantial changes in the extent of staging of MUSA (or comparable municipal service area)

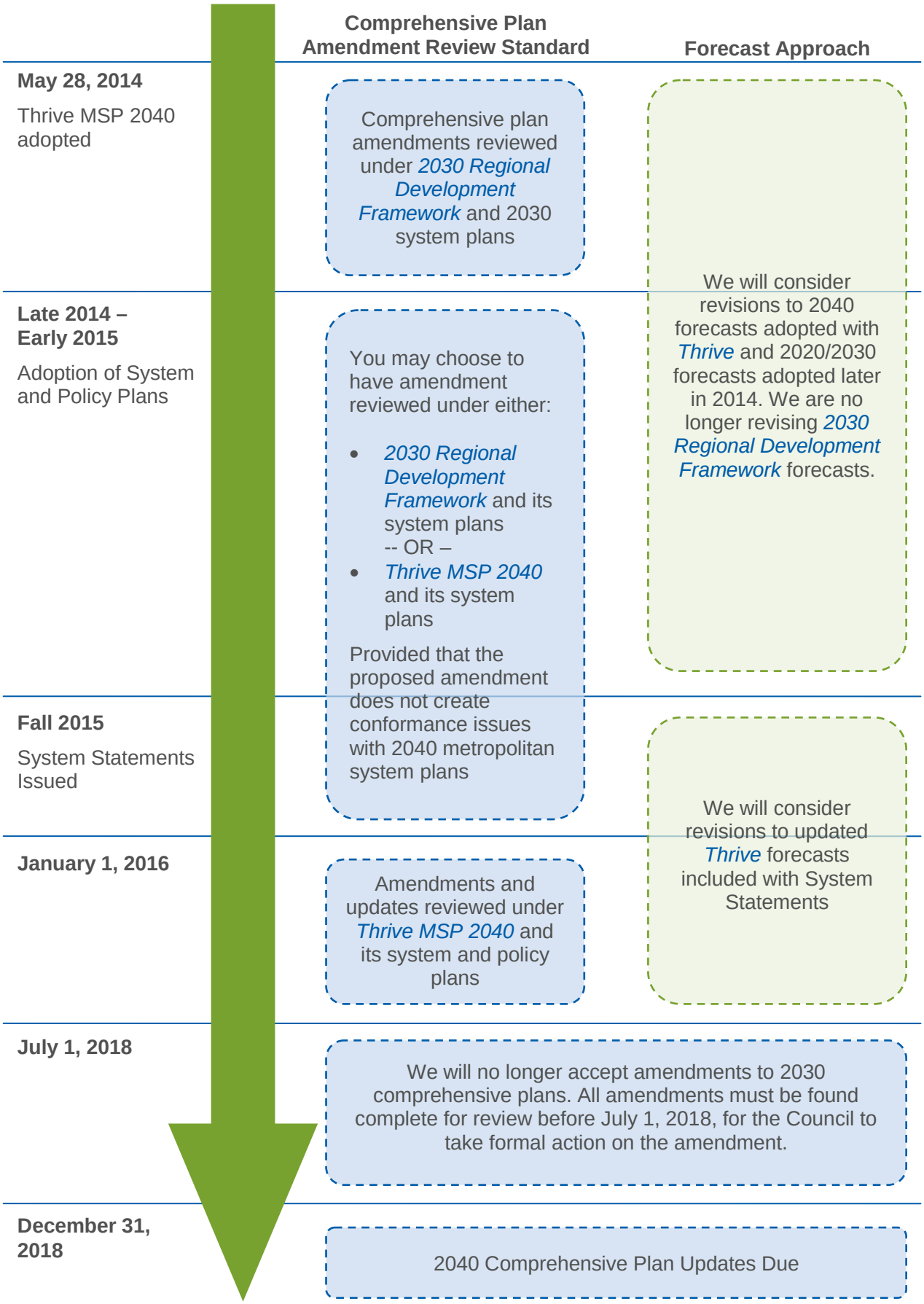
As addressed in *Thrive MSP 2040*, where 2040 sewer-serviced households or sewer-serviced employment are lower than the Framework 2030 forecasts, you may continue to plan for urban services in those areas that are authorized in your local 2030 comprehensive plan.

Council staff will assist you in incorporating any approved forecast changes into your 2030 plan.

Questions?

If you have questions, please contact your Sector Representative, or Lisa Barajas, Local Planning Assistance Manager, at 651-602-1895. We are happy to explain requirements and answer any questions.

METROPOLITAN COUNCIL


Comprehensive Plan Amendment Review Standard
Forecast Approach
May 28, 2014
Thrive MSP 2040 adopted
Comprehensive plan amendments reviewed under 2030 Regional Development Framework and 2030 system plans
We will consider revisions to 2040 forecasts adopted with Thrive and 2020/2030 forecasts adopted later in 2014. We are no longer revising 2030 Regional Development Framework forecasts.
Late 2014 – Early 2015
Adoption of System and Policy Plans
You may choose to have amendment reviewed under either:
2030 Regional Development Framework and its system plans
-- OR –
Thrive MSP 2040 and its system plans
Provided that the proposed amendment does not create conformance issues with 2040 metropolitan system plans
Fall 2015
System Statements Issued
We will consider revisions to updated Thrive forecasts included with System Statements
January 1, 2016
Amendments and updates reviewed under Thrive MSP 2040 and its system and policy plans
July 1, 2018
We will no longer accept amendments to 2030 comprehensive plans. All amendments must be found complete for review before July 1, 2018, for the Council to take formal action on the amendment.
December 31, 2018
2040 Comprehensive Plan Updates Due

2040

Community Designations

The previous sections of *Thrive MSP 2040* set forth outcomes and principles to guide regional policies, investment, and activities. This section translates those overall ideas into specific land use policies and strategies tailored to different groups of communities. These community designations are used to plan and implement regional policies at the local level through comprehensive plans.

The seven-county region contains a wide range of communities, from farming-based townships to densely developed downtown neighborhoods. Recognizing that one size does not fit all, the Council uses community designations to group communities with similar characteristics in order to more effectively target its policies.

The Council uses these community designations to:

- Guide regional growth and development to areas that have urban infrastructure in place and the capacity to accommodate development and redevelopment.
- Establish land use expectations, including overall densities and development patterns, for different community designations.
- Outline the respective roles of the Council and the individual communities and strategies for planning for forecasted growth.

The Council assigns a community designation to each city and township on the basis of existing development patterns, common challenges, and shared opportunities. Specific characteristics used to define the community designations include:

- Metropolitan Urban Service Area (MUSA)
- The percentage of developable land committed to urban uses
- The age of the housing stock, which is a proxy for age of infrastructure and general development patterns
- Intersection density, which indicates connectivity, urban form, and accessibility
- The Long-term Wastewater Service Area

Intersection density and the age of housing together describe the character of the overall development patterns.

Although the characteristics of a community designation may not apply to every part of every community, the designation represents the dominant character of each community. Some communities have more than one designation because land use policies differ for the portions of the community with and without current or planned regional sewer service.

Community designations describe the predominant character, development challenges and opportunities in each community—all of which may evolve as development patterns change. The Council encourages communities to plan and build towards the development patterns of the community designation they aspire to be. The Council will consider requests to redesignate communities through the local comprehensive planning process.

Metropolitan Urban Service and Rural Service Areas

The Council designates the Metropolitan Urban Service Area (MUSA) as distinguished from the Rural Service Area. Communities and land within the MUSA receive a higher level of regional services. In return, the Council expects these jurisdictions to plan for and build the higher levels of development that economically support those regional services. Conversely, in the Rural Service Area, the Council discourages higher development densities to ensure the orderly development of the region, promote the efficient use of regional investments, and protect agricultural land, water resources, and the rural landscape. At the region's developing edge, some communities are split between the Metropolitan Urban Service Area and the Rural Service Area.

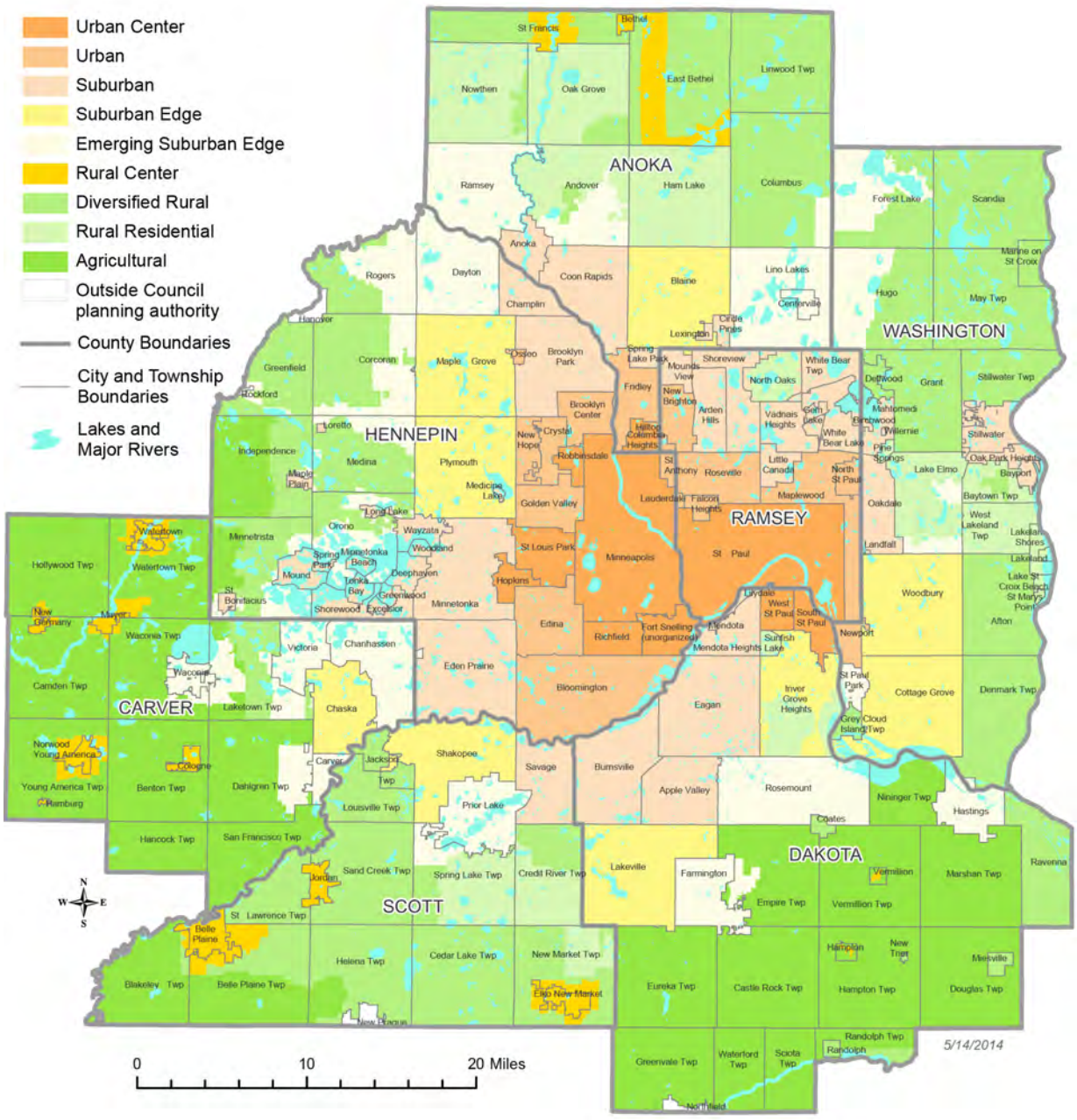
While the Metropolitan Urban Service Area constitutes about half of the land in the region, more than 90% of the population lives in this area. The Metropolitan Urban Service Area includes a diverse set of communities ranging from the urban cores of downtown Minneapolis and Saint Paul to edge communities planning for staged growth and expansion. Developing at different times in the region's history, these communities include a variety of residential neighborhoods, housing types, and densities, as well as a varying mix of commercial and industrial areas. The Council supports the Metropolitan Urban Service Area through investments such as regional wastewater services, regional highways, transit service, the Regional Parks System, and programs that support redevelopment. In turn, the Council works with local communities to support growth that best capitalizes on regional infrastructure and systems. To respond to this variation in development patterns, the Metropolitan Urban Service Area is divided into five community designations:

- Urban Center
- Urban
- Suburban
- Suburban Edge
- Emerging Suburban Edge

About half of the land in the Twin Cities region is in the Rural Service Area. This area includes a range of uses including cultivated farmland, vineyards, hobby farms, gravel mines, woodlands, small towns, scattered and clustered housing, open spaces, and significant expanses of the region's natural resources. Aside from the investments in the Regional Parks System, investments in regional service and infrastructure are limited in the Rural Service Area. To protect the vital agricultural lands and natural amenities and accommodate desires for rural and small-town residential choices, the Rural Service Area is divided into four community designations:

- Rural Center
- Rural Residential
- Diversified Rural
- Agricultural

Community Designations



Urban Center: Growing vitality in the region's core

The Urban Center includes the largest, most centrally located, and most economically diverse cities of the region. Anchored by Minneapolis and Saint Paul, the Urban Center also includes adjoining cities that share similar development characteristics such as street grids planned before World War II.

Downtown Minneapolis is a significant regional center of finance and business services; downtown Saint Paul is the seat of state government; and the University of Minnesota attracts tens of thousands of students, faculty and staff to its three campuses in the Urban Center. Centrally located industrial concentrations in the Urban Center are well-connected to export markets by river, railroad, highway, and air travel. Investments in transit and amenities have strengthened the Urban Center as an attractive place to invest, live, and do business.

The Urban Center also includes the most visited regional parks, such as the Minneapolis Chain of Lakes and Como Regional Park, and is home to the region's premier cultural resources. While the Urban Center includes some of the region's wealthy and historically notable areas, like Summit Avenue, it also includes areas with significant challenges, including many of the region's Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty.

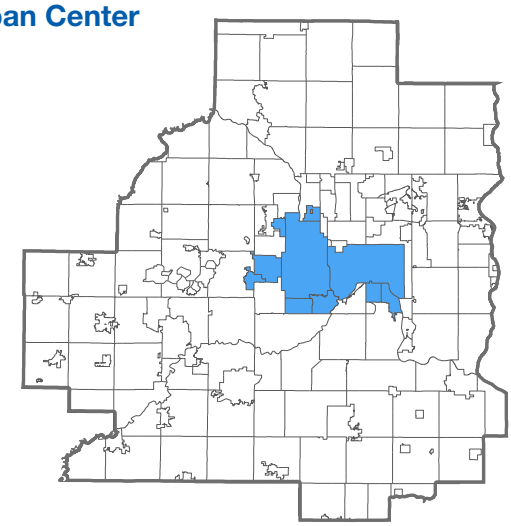
Neighborhoods throughout the Urban Center grew outward along a system of streetcars. Because of more limited automobile use during their initial development,

neighborhoods are more conducive to transit use and walking for daily needs. Streets are narrow and interconnected, sidewalks are relatively common, and buildings are oriented toward pedestrians, with smaller-scale commercial uses often within a short walking distance. Travel by transit, walking, and bicycling remains common here. Redevelopment, reinvestment, and intensification are occurring in areas where people have multiple transportation options and commercial, cultural, and recreational amenities are nearby.

Urban Center communities are experiencing redevelopment attracted to their vitality and amenities, often at significant densities. However, they face many challenges including pollution cleanup costs, land availability for development and infrastructure improvements, congestion, conflicting or competing land uses, and the costs of retrofitting, replacing, or new infrastructure.

As of May 2014, the Council forecasts that the Urban Center area will add 162,000 residents, 80,000 households, and 142,000 jobs between 2010 and 2040. This represents growth of 19% in population, 23% in households, and 25% in employment over the three decades.

Urban Center



Designated Urban Center communities are: Columbia Heights, Fort Snelling, Hilltop, Hopkins, Minneapolis, Richfield, Robbinsdale, South St. Paul, St. Louis Park, Saint Paul, and West St. Paul.

Urban: Redeveloping to meet the needs of new generations

Urban communities developed primarily during the economic prosperity between the end of World War II and the economic recession of 1973-75. These cities, adjacent to the Urban Center communities, experienced rapid development to house the growing families of the Baby Boom era.

Highway accessibility led to the development of Urban communities as centers of office, commercial, institutional, and industrial uses, including many of the region's early major indoor shopping malls. Many Urban communities are served by highways that predate the interstate system (e.g., Highways 100 and 36).

The development patterns of Urban communities show the growing influence of the automobile as miles and miles of

new limited-access highways accelerated further automobile-oriented growth. After World War II, the region's two-lane roads that extend out from the Urban Center were improved and expanded, and new roads and highways were built, making large tracts of land available for development. Streets are wider and include more curves. Lots are

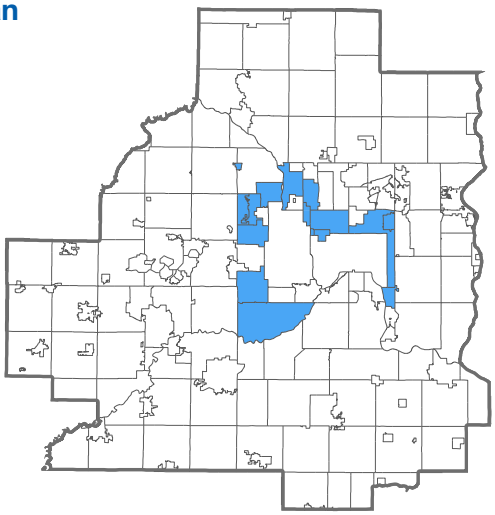
larger, parking is plentiful, alleys and sidewalks are less common, and residential parking is accessed via streets instead of alleys. In many cases, local streets do not intersect with higher volume roadways as more emphasis is placed on traffic movement and circulation.

Over time, transit service has been extended into these communities from local routes originating in the Urban Center. Some new services were introduced such as circulator services often centered on the regional malls and express buses serving major park-and-rides that transport commuters to the downtowns of Minneapolis and Saint Paul.

Urban communities face the challenge of redeveloping in ways that accommodate a greater mix of uses, incorporate better facilities for pedestrians and bicyclists, and lay the groundwork for pedestrian-friendly districts and improved transit services. Examples include the Penn-American district in Bloomington and the I-394 mixed-use district in Golden Valley.

As of May 2014, the Council forecasts that the Urban area will add 56,000 residents, 29,000 households, and 87,000 jobs between 2010 and 2040. This represents growth of 15% in population, 18% in households, and 29% in employment over the three decades.

Urban



Designated Urban communities are: Bloomington, Brooklyn Center, Crystal, Edina, Falcon Heights, Fridley, Golden Valley, Lauderdale, Maplewood, New Brighton, New Hope, Newport, North St. Paul, Osseo, Roseville, and St. Anthony.

Suburban: Cultivating places where people can gather

Suburban communities saw their primary era of development in the 1980s and into the early 1990s as the Baby Boomers formed families and entered their prime earning years. Many of these cities fall along freeway corridors and include growth along and outside the I-694/I-494 beltway. This development pattern also reached and incorporated places that were once resort destinations connected from Minneapolis and Saint Paul by streetcar, such as communities along Lake Minnetonka and White Bear Lake. Similarly, communities along the St. Croix River, such as Stillwater, have development patterns in their downtown and core areas that are similar to other communities settled early in the region's history. Like other Suburban communities, these cities experienced continued growth and expansion during the 1980s and early 1990s.

Many of the region's corporate headquarters are located in the Suburban area. These include Thomson Reuters in Eagan, UnitedHealth Group in Minnetonka, and Land O'Lakes in Arden Hills.

Development in Suburban communities occurred at significantly lower densities than in previous eras. Many residential subdivisions include cul-de-sacs. Retail areas often include big-box stores and multi-tenant retail developments. Because of the automobile-orientation of this area's development patterns and high automobile ownership, walking or bicycling for daily travel is less common, but trails are often used for recreation and commuting. Suburban area cities include large regional parks such as Bunker Hills Regional Park in Coon Rapids

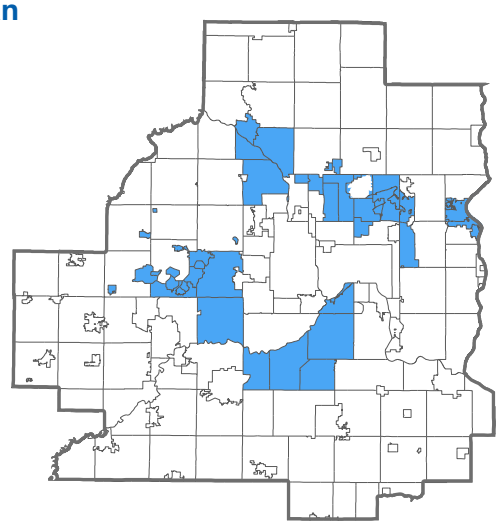
and Andover and regional assets like the Minnesota Zoo in Apple Valley. Regular-route bus service is generally less cost-effective in the Suburban communities than in the Urban Center and Urban communities, but express bus service connects Suburban area park-and-rides to Job Concentrations in the Urban Center, such as downtown Minneapolis, downtown Saint Paul, and the University of Minnesota.

As the Suburban communities have grown and as market preferences have evolved, many of these cities are focusing attention on developing places where people can gather. These include town centers like downtown Stillwater, Burnsville's Heart of the City, Minnetonka's Village Center, downtown White Bear Lake, and Apple Valley's downtown. These locations are intended to be more walkable and include a mix of retail, higher density housing, and civic, institutional, and open space amenities.

Another new challenge for some Suburban communities is realigning development patterns around existing and emerging transitways.

As of May 2014, the Council forecasts that the Suburban area will add 159,000 residents, 76,000 households, and 161,000 jobs between 2010 and 2040. This represents growth of 22% in population, 27% in households, and 43% in employment over the three decades.

Suburban



Designated Suburban communities are: Anoka, Apple Valley, Arden Hills, Bayport, Birchwood Village, Brooklyn Park, Burnsville, Champlin, Circle Pines, Coon Rapids, Deephaven, Eagan, Eden Prairie, Excelsior, Gem Lake, Greenwood, Landfall, Lexington, Lilydale, Little Canada, Long Lake, Loretto, Mahtomedi, Maple Plain, Medicine Lake, Mendota, Mendota Heights, Minnetonka, Minnetonka Beach, Mound, Mounds View, North Oaks*, Oak Park Heights, Oakdale, Savage, Shoreview, Shorewood, Spring Lake Park, Spring Park, St. Bonifacius, Stillwater, Tonka Bay, Vadnais Heights, Wayzata, White Bear Lake, White Bear Township, Willernie, and Woodland.

*Listed in this designation but also has areas in other designations.

Suburban Edge: Managing rapid growth and change

The Suburban Edge includes communities that have experienced significant residential growth beginning in the 1990s and continuing to the 2010s. At least 40% of the land in these cities is developed, but significant amounts of land remain for future development. These communities generally no longer contain large-scale agricultural areas.

The Suburban Edge includes region-serving retail centers, like Maple Grove's The Shoppes at Arbor Lakes, as well as more local and small scale centers, like downtown Chaska, that serve the local population.

The Suburban Edge tends to have auto-oriented development and transportation patterns. Neighborhoods are often self-contained subdivisions characterized by cul-de-sacs and limited access to major thoroughfares for traffic movement. Recent development has included both subdivisions of single-family detached homes, as well as townhome developments offering more options for housing affordability. Most cities in the Suburban Edge have access to regional trails and include some existing residential neighborhoods with sidewalks and connection to trails. Suburban Edge cities are seeing increasing demand for transit service from park-and-rides to regional destinations.

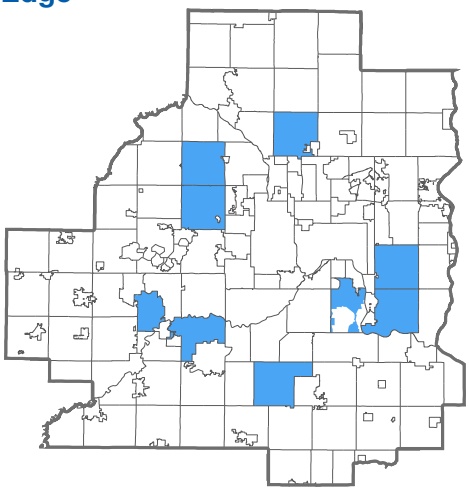
An emerging challenge for some Suburban Edge communities is aligning today's development patterns in preparation for future transit expansions and potential transitways.

The balance of proximity to more developed areas and a significant supply of developable land presents an opportunity for the Suburban Edge to develop new workforce housing. Locating future development close to existing urban services and infrastructure will use regional investments efficiently. Connections via roadway, transit, and trails to centers in adjacent Suburban and Urban communities will further integrate the Suburban Edge into the regional fabric. Addressing walkability and expanding local trail networks is important for residential neighborhoods in order to increase connectivity in existing and new neighborhoods.

With water supply issues facing many Suburban Edge communities, planning efforts should focus on how to protect water supply resources and identify viable alternative sources of water. Similarly, with much of their development yet ahead, Suburban Edge communities can protect and preserve open spaces, natural areas, and water recharge capacity within future development patterns.

As of May 2014, the Council forecasts that the Suburban Edge area will add 181,000 residents, 79,000 households, and 92,000 jobs between 2010 and 2040. This represents growth of 42% in population, 49% in households, and 52% in employment over the three decades.

Suburban Edge



Designated Suburban Edge communities are: Blaine, Chaska, Cottage Grove, Inver Grove Heights*, Lakeville, Maple Grove, Plymouth, Shakopee, and Woodbury.

*Listed in this designation but also has areas in other designations.

Emerging Suburban Edge: Transitioning from rural to developed

The Emerging Suburban Edge includes cities, townships, and portions of both that are in the early stages of transitioning into urbanized levels of development. Strategically located between Suburban Edge and Rural communities, the Emerging Suburban Edge communities offer both connections to urban amenities and the proximity to open spaces that characterizes a rural lifestyle. Often, the cities and townships in the Emerging Suburban Edge are in more than one Community Designation. In the majority of Emerging Suburban Edge communities, less than 40% of the land has been developed.

Communities in the Emerging Suburban Edge have a mix of residential, rural, and agricultural areas, often including lower-density single-family neighborhoods and small downtown service centers. The growth patterns in these communities demonstrate the challenges of changing from rural to suburban. New developments are typically built in a traditional suburban pattern, characterized by large curving streets, limited through-roadways, and auto-oriented street design. Emerging Suburban Edge communities have access to regional wastewater services (either municipally owned or regional services), access to the metropolitan highway system, and include existing or planned Regional Parks System facilities.

The Emerging Suburban Edge communities provide a variety of commercial activities along the main transportation corridors, and most encompass historic small downtowns with small town characteristics. These communities benefit from their proximity

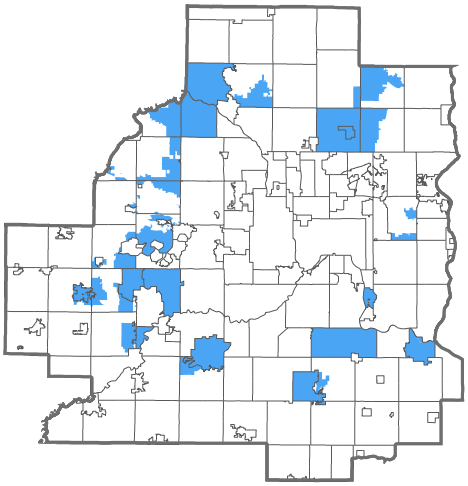
to more developed areas while retaining their local rural character and protecting natural resources. Commercial areas in the Emerging Suburban Edge tend to be individual large employers and smaller-scale commercial centers serving the local population.

Although these communities have some redevelopment potential in older areas such as historic downtown districts, the focus in the Emerging Suburban Edge is on greenfield development. Greenfields present opportunities to integrate natural resource preservation into site planning prior to development. Some of these communities have land available within their jurisdiction staged for future development, while others are expanding through orderly annexation agreements with neighboring townships. This mix of uses, availability of undeveloped land, and rich access to natural resources is a characteristic unique to Emerging Suburban Edge communities.

As of May 2014, the Council forecasts that the Emerging Suburban Edge area will add 201,000 residents, 93,000 households, and 58,000 jobs between 2010 and 2040. This represents growth of 66% in population, 87% in households, and 66% in employment over the three decades. Because most Emerging

Suburban Edge communities also have areas designated as rural, these numbers are approximations. These numbers may change during the upcoming comprehensive planning process, which will more precisely delineate how much community growth belongs inside the Metropolitan Urban Service Area.

Emerging Suburban Edge



Designated Emerging Suburban Edge communities are: Andover*, Carver, Centerville, Chanhassen, Columbus*, Corcoran*, Dayton, Empire Township*, Farmington, Forest Lake*, Greenfield*, Hastings, Hugo*, Independence*, Lake Elmo*, Lino Lakes, Medina*, Minnetrista*, Orono*, Prior Lake, Ramsey, Rogers*, Rosemount, St. Paul Park, Victoria, and Waconia.

*Listed in this designation but also has areas in other designations.

Rural Centers: Serving the rural area as small town centers of commerce

Rural Centers are local commercial, employment, and residential activity centers serving rural areas in the region. These small towns are surrounded by agricultural lands and serve as centers of commerce to those surrounding farm lands and the accompanying population. Although smaller in scale than more urban communities, Rural Centers provide similar development patterns and locally accessible commercial services for the surrounding area.

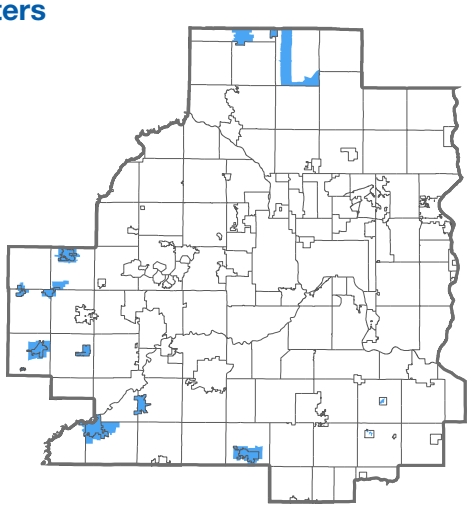
Rural Centers have wastewater treatment services, some municipally owned and others connected to the regional system provided by the Council. The availability of either local or regional wastewater treatment supports denser land uses and development patterns in these cities and distinguishes them from neighboring rural townships and other small towns.

Rural Centers provide a range of services appropriate to serve a limited population within a compact geographical area. Rural Centers generally have a mix of housing densities, strong commercial service districts in a traditional downtown district or along transportation corridors, and residential neighborhoods surrounded by farmland and agri-businesses. Growth in Rural Centers should be orderly and economical so as to best utilize existing infrastructure and investment prior to extension of new services outside of Rural Centers.

At times, Rural Centers can connect travelers and residents to other communities in and outside the region, particularly those that are well-served by existing transportation infrastructure such as in Scott County along U.S. Highway 169. Largely situated along the edges of the seven-county region, these Rural Centers are often visited by travelers with a destination in another part of the region. This spatial connection to other locations in the region supports the commercial and activity functions of Rural Centers and provides growth opportunities unique to these communities.

As of May 2014, the Council forecasts that Rural Centers will add 45,000 residents, 21,000 households, and 9,000 jobs between 2010 and 2040. This represents growth of 93% in population, 123% in households, and 95% in employment over the three decades. These numbers may change during the upcoming comprehensive planning process, which will more precisely delineate how much community growth belongs inside the Metropolitan Urban Service Area and inside each rural designation.

Rural Centers



Designated Rural Centers are: Belle Plaine, Bethel, Cologne, East Bethel*, Elko New Market, Hamburg, Hampton*, Jordan, Mayer, New Germany, Norwood Young America, St. Francis*, Vermillion*, and Watertown.

*Listed in this designation but also has areas in other designations.

Diversified Rural: Protecting land for rural lifestyles and long-term urbanization

Diversified Rural communities are home to a variety of farm and non-farm land uses including very large-lot residential, clustered housing, hobby farms and agricultural uses. Located adjacent to the Emerging Suburban Edge of the Metropolitan Urban Service Area, the Diversified Rural Area protects rural land for rural lifestyles today and potential urbanized levels of development sometime after 2040.

Large areas of high-quality natural resources are located in these communities with some of these natural areas protected in state lands and regional parks, like Carlos Avery Wildlife Management Area in Anoka County and Carver Park Reserve in Carver County.

While these communities contain a mix of uses, large portions of communities in the Diversified Rural area contain prime agricultural soils, located primarily in Scott and Washington counties. Although these communities are not designated Agricultural communities, the Council supports the preservation of agricultural land in these areas.

Agricultural uses in Diversified Rural communities benefit from their proximity to the Metropolitan Urban Service Area and Rural Centers, but face challenges to their long-term continued use, including incompatible uses developing nearby and increased development pressures.

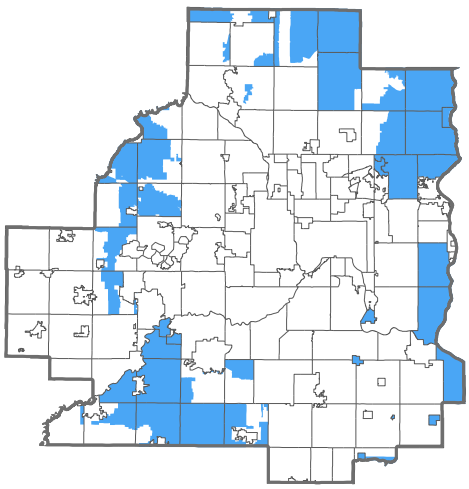
The Council discourages urbanized levels of residential development in Diversified Rural communities to avoid the premature demand for expansion of metropolitan systems and other urban public services.

Regional investments in infrastructure, such as roads, focus on rural levels of service, while recognizing the need to include transportation infrastructure consistent with market access and the business needs of the area. Some Diversified Rural communities are also located within the Long-term Wastewater Service Area. These areas are designated to ensure land availability to accommodate growth post-2040 at the edge of the urbanizing area. The remaining Diversified Rural communities are considered long-term rural areas.

There is a portion of the region's population that is interested in rural and small-town living. For communities in the Diversified Rural area, the Council supports the clustering of homes to meet that demand, designed in a manner that protects high-quality and locally prioritized natural areas and open spaces and also preserves lands in areas identified for potential post-2040 urban development.

As of May 2014, the Council forecasts that the Rural Service Area outside of Rural Centers—including Diversified Rural, Rural Residential, and Agricultural areas—will add 16,000 residents, 12,000 households, and 7,000 jobs between 2010 and 2040. This represents growth of 14% in population, 31% in households, and 50% in employment over the three decades. These numbers may change during the upcoming comprehensive planning process, which will more precisely delineate how much community growth belongs inside the Metropolitan Urban Service Area and inside each rural designation.

Diversified Rural



Designated Diversified Rural communities are: Afton, Andover*, Baytown Township*, Belle Plaine Township*, Blakeley Township*, Cedar Lake Township, Coates, Columbus*, Corcoran*, Credit River Township*, Dellwood, Denmark Township, East Bethel*, Forest Lake*, Grant, Greenfield*, Grey Cloud Island Township, Helena Township*, Hugo*, Independence*, Jackson Township, Laketown Township*, Linwood Township, Louisville Township, Marine on St. Croix, May Township, Medina*, Miesville, Minnetrista*, New Market Township*, New Trier, Nowthen*, Oak Grove*, Orono*, Randolph, Randolph Township*, Ravenna Township, Rogers*, Sand Creek Township, Scandia, Spring Lake Township*, St. Francis*, St. Lawrence Township, and Stillwater Township*.

*Listed in this designation but also has areas in other designations.

Rural Residential: Limiting unsustainable growth patterns

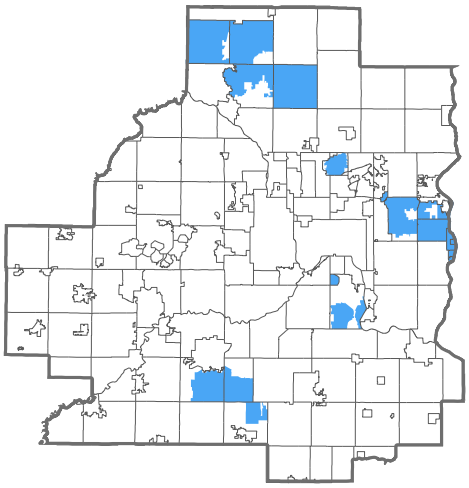
Rural Residential communities have residential patterns characterized by large lots and do not have plans to provide urban infrastructure, such as centralized wastewater treatment.

Many of the communities in the Rural Residential Area have topographic development limitations and a historic development pattern with lot sizes that generally ranged from 1 to 2.5 units per acre. These residential densities do not support economical extension of wastewater services. In Anoka County, the Rural Residential Area includes communities that have a large number of wetlands and existing lot sizes of 2.5 acres or less. These areas are typically portions of a community, while the remaining part of the community is usually Emerging Suburban Edge, Suburban Edge, or Diversified Rural. Some communities are split between community designations where wastewater services are available (typically Suburban Edge and Emerging Suburban Edge) and the Rural Residential area where neither the Council nor the city plans to provide wastewater services. In most cases, the Rural Residential area is existing single-family residential housing within a residential portion of a community. If the Rural Residential area includes the whole community, other uses typically have developed such as agricultural uses, including sod farming and horticulture, commercial uses to serve local needs, and commercial and light industrial along transportation corridors.

Rural Residential development precludes providing urbanized infrastructure in an effective, connected, and efficient manner. Rural Residential development does not advance the Council mission of ensuring orderly and economical development and in some cases increases the potential for damage to the environment. These areas need to accommodate minimal growth while protecting natural areas, water quality and quantity, and ensuring sufficient public infrastructure. The Council discourages the expansion of the Rural Residential areas.

As of May 2014, the Council forecasts that the Rural Service Area outside of Rural Centers—including Diversified Rural, Rural Residential, and Agricultural areas—will add 16,000 residents, 12,000 households, and 7,000 jobs between 2010 and 2040. This represents growth of 14% in population, 31% in households, and 50% in employment over the three decades. These numbers may change during the upcoming comprehensive planning process, which will more precisely delineate how much community growth belongs inside the Metropolitan Urban Service Area and inside each rural designation.

Rural Residential



Designated Rural Residential communities are: Andover*, Baytown Township*, Credit River Township*, Ham Lake, Inver Grove Heights*, Lake Elmo*, Lake St. Croix Beach, Lakeland, Lakeland Shores, New Market Township*, North Oaks*, Nowthen*, Oak Grove*, Pine Springs, Spring Lake Township*, St. Mary's Point, Sunfish Lake, and West Lakeland Township.

*Listed in this designation but also has areas in other designations.

Agricultural: Preserving large swaths of farmland

Agricultural communities encompass areas with prime agricultural soils that are planned and zoned for long-term agricultural use. These communities are home to the bulk of contiguous lands enrolled in the Metropolitan Agricultural Preserves and Green Acres programs or cultivated for commercial agricultural purposes.

In the Agricultural area, agriculture is the development. The Council supports the preservation of agricultural land to protect the region's agricultural economy, provide economic opportunities for farmers, and to promote local food production. These long-term uses support the region's economic competitiveness as they provide opportunities for local agricultural- and food-based industry clusters and production for local food consumption.

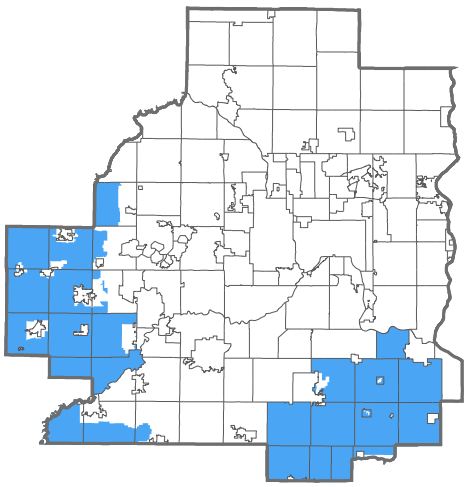
The preservation of long-term agricultural uses and the integration of best management practices in farm operations also contribute to regional sustainability. The incorporation of best management practices, such as conservation tillage and carbon sequestration, can improve soil fertility, reduce soil erosion,

and improve overall soil and water quality. Long-term agricultural uses can also contribute to the region's air quality by reducing local food transportation distances and related greenhouse gas emissions.

The Council discourages urban levels of development in rural areas to reduce development pressure on agricultural lands and to avoid the premature demand for expansion of metropolitan systems and other urban public services. Regional investments in infrastructure such as roads and wastewater treatment will focus on rural levels of service, while recognizing the need to include transportation infrastructure consistent with market access and the agricultural needs of the area.

As of May 2014, the Council forecasts that the Rural Service Area outside of Rural Centers—including Diversified Rural, Rural Residential, and Agricultural areas—will add 16,000 residents, 12,000 households, and 7,000 jobs between 2010 and 2040. This represents growth of 14% in population, 31% in households, and 50% in employment over the three decades. These numbers may change during the upcoming comprehensive planning process, which will more precisely delineate how much community growth belongs inside the Metropolitan Urban Service Area and inside each rural designation.

Agricultural



Designated Agricultural communities are: Belle Plaine Township*, Benton Township, Blakeley Township*, Camden Township, Castle Rock Township, Dahlgren Township, Douglas Township, Empire Township*, Eureka Township, Greenvale Township, Hampton*, Hampton Township, Hancock Township, Helena Township*, Hollywood Township, Independence*, Laketown Township*, Marshan Township, Minnetrista*, Nininger Township, Randolph Township*, San Francisco Township, Sciota Township, Vermillion*, Vermillion Township, Waconia Township, Waterford Township, Watertown Township, and Young America Township.

*Listed in this designation but also has areas in other designations.

The Council supports the preservation of agricultural land to protect the region's agricultural economy, provide economic opportunities for farmers, and to promote local food production.

System Statement

City of Lake Elmo

Following the January 2004 adoption of the 2030 *Regional Development Framework*, and the more recent adoptions of the *Transportation Policy Plan*, the *Water Resources Management Policy Plan*, and the *Regional Parks Policy Plan*, the Metropolitan Council is issuing system statements pursuant to state statute.

Receipt of this system statement and the metropolitan system plans triggers communities' obligations to review and, as necessary, amend their comprehensive plans within the next three years. The complete text of the *2030 Regional Development Framework* as well as complete copies of the recently adopted metropolitan system plans are available for viewing and downloading at http://www.metrocouncil.org/planning/framework/timeline.htm. Paper copies are available by calling the Council's Data Center at 651-602-1140.

Metropolitan system plans are long-range comprehensive plans for the regional systems--transportation and airports, wastewater services, and parks and open space, along with the capital budgets for metropolitan wastewater service, 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 three years following the receipt of the metropolitan system statement, every local governmental unit shall have prepared a comprehensive plan in accordance with sections 462.355, subdivision 4, 473.175, and 473.851 to 473.871 and the applicable planning statute and shall have submitted the plan to the Metropolitan Council for review pursuant to section 473.175.*

Local comprehensive plans will be reviewed by the Council for conformance with metropolitan system plans, consistency with Council policies and compatibility with adjacent and affected governmental units.

The system statement includes forecasts at densities that assure regional growth is achieved consistent with adopted policies. These forecasted densities help ensure regional services and costly regional infrastructure can be provided as efficiently as possible, and that development and growth within the metropolitan area occur in a coordinated manner. The system statement also contains an overview of the transportation and aviation, transit, wastewater, and regional parks system plan updates, and system changes affecting each community.

Forecasts.

The following forecasts are part of the 2030 *Regional Development Framework* (adopted January 14, 2004 and updated on August 24, 2005). They are used by the Council to plan for its regional systems. Communities should base their planning work on these forecasts.

Forecast of population, households and employment:

			Revised Development Framework		
	1990	**2000**	**2010**	**2020**	**2030**
Population	5,903	6,863	9,952	18,403	24,000
Households	1,973	2,347	3,619	6,324	8,727
Employment	1,011	1,636	2,250	7,200	14,000

The Council forecasts growth at appropriate densities for communities in order to protect the efficiency of wastewater, transportation and other regional system investments, and to help ensure the metropolitan area can accommodate its projected growth by the year 2030.

Growth management.
The Regional Development Framework sets an overall minimum residential density standard of 3 to 5 units per acre in developed and developing areas where urban service is located or planned. The average minimum standard of 3 units per acre is important to the efficient use of regional systems, including wastewater system investments. Communities that significantly over-utilize or under-utilize regional systems can cause inefficiencies in the use of regional resources. Additionally, achieving housing at these density levels may help communities meet their obligations under the Metropolitan Land Planning Act to plan for and address their housing needs.

Geographic planning area.
The city of Lake Elmo is designated partially as a "developing community" and partially as a "diversified rural" geographic planning area in the *2030 Regional Development Framework.* Geographic planning areas are shown on the 2030 Planning Area map. The planning area sets overall densities that the planned development patterns in your community can be expected to achieve.

Diversified rural areas include a mix of a limited amount of large-lot residential and clustered housing with agricultural and other rural uses. Growth in the diversified rural areas should be consistent with regional forecasts, at densities of no more than 1 housing unit per 10 acres.

As Lake Elmo plans for current and future residents, it should focus on protecting natural resources, ensuring sufficient public infrastructure, and developing transition strategies to increase density and encourage infill development. Developing communities are also encouraged to preserve areas for post-2030 growth, where appropriate.

Specific strategies for developing communities and diversified rural areas are found on page 27-28 and page 32 of the *2030 Regional Development Framework.*

System statement review process.
If your community disagrees with elements of this system statement, or has any questions about this system statement, we urge you to contact your sector representative, Bob Mazanec, 651 602-1330, to review and discuss potential issues or concerns.

The Council and local units and districts have historically resolved questions about forecasts and other components of the system statement through discussions.

Request for hearing.
If a local governmental unit or school district 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 unit or 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.

System statement issue date:
The official date of the issuance of this system statement is September 12, 2005.

Transportation System Statement -- Lake Elmo

Key Changes in the Plan

The revised *Transportation Policy Plan* adopted by the Metropolitan Council in December 2004, is the metropolitan system plan for airports and transportation with which local comprehensive plans must conform. This system statement summarizes significant elements of the metropolitan system plan and highlights those elements that apply specifically to your community. In addition to reviewing this system statement, your community should consult the entire *Transportation Policy Plan*, the *2030 Regional Development Framework* and other pertinent regional planning and policy documents, including the *Aviation Policy Plan*, to ensure your community's local comprehensive plan and plan amendments conform to the metropolitan system plans. A PDF file of the entire revised *Transportation Policy Plan*, the *2030 Regional Development Framework*, the *Local Planning Handbook* and other regional planning and policy documents of the Metropolitan Council are available online at the Metropolitan Council's Web site: http://www.metrocouncil.org/planning/framework/timeline.htm. The *Aviation Policy Plan*, adopted in 1996, is not available electronically, but a copy can be obtained by contacting the Metropolitan Council's Data Center at 651-602-1140.

The revised *Transportation Policy Plan* incorporates the following changes:

- The planning period has been extended from 2025 to 2030
- No significant increase in the level of transportation funding was assumed.
- The expenditures shown in the *Transportation Policy Plan* must be constrained by the level of funding that is anticipated. However, the revised plan also examined two alternative scenarios – what could be built if highway revenues were increased by 30% over the next 25 years, and what it would cost to provide enough additional capacity to hold congestion to the 1998 levels.
- The highway expansion projects shown in the plan have changed little since the 2001 plan, due to this lack of additional resources. (See Fig 4-11 for highway expansion proposals.) Metropolitan Highway System Plan investment priorities no longer contain the "Improvements" category. Most improvement corridors are now designated "Management" corridors.
- The new investment timing provisions are contained in the Plan. Table 4-11 contains projects in Mn/DOT's Highway Work Plan (scheduled in 2009-2013) construction, reconstruction, and bridge replacement greater $10 million. Table 4-12 contains Regional Priority Project to move into the 10-Year Highway Work Plan, if there are resources available in the 2005-2009 time period.
- Funds have also been allocated to obtain right of way for new crossings of the Mississippi River between NW Hennepin and Anoka Counties and of the Minnesota River in the vicinity of Chaska. Construction dollars for these projects are not foreseen before 2030.
- Chapter 5 contains new policies and procedures on managing the scope, cost and revenue sources of projects to insure that sufficient resources are available to implement the region's transportation priorities as shown in this plan. This includes procedures to manage the use of

Federal High Priority Project (HPP) funds and matching funds for these federal dollars. The Council and Mn/DOT will monitor scope and costs to ensure major projects continue to meet regional objectives in a cost effective manner.

- The plan envisions significant improvements in the bus system, including new express bus routes, arterial corridor enhancements, suburb-to-suburb service, transit stations, park-and-ride lots and other features. The goal is to increase transit ridership 50 percent by 2020 and double it by 2030.
- The plan proposes additional express commuter bus corridors as well as enhancement and expansion of existing bus service in freeway corridors. Within each corridor, express bus routes will be supported by park-and-ride facilities, circulator networks, and "transit advantages."
- The plan includes construction of five new "transitways" on dedicated rights-of-way by 2020 to help slow the growth in traffic congestion and improve mobility, and three additional transitways by 2030. Unlike the 2001 plan, the technology for each corridor was not identified in the Plan; rather the most appropriate and cost-effective mode for any given corridor is best determined after extensive study of the individual corridor. Figure 4-2 (attached) shows the 2030 Transitway System and Express Commuter Bus System.
- The plan now includes detailed information on the facilities needed for transit passengers, such as stations and park and ride lots, as well as facilities needed to support the transit system, such as garages and bus layover sites (Figures 4-5 and 4-6). Communities should plan for development and redevelopment around stations and park-and-ride lots.
- Policy 18 (previously policy 17) on transportation and land use elements in local comprehensive plans was rewritten and more detail provided in some strategies as to what the Council expects in local comprehensive plans.
- The TPP now includes references to the regional aviation system as defined in the *Aviation Policy Plan*. The 1996 Aviation Policy Plan remains in effect with the exception of the *Land Use Compatibility Guidelines for Aircraft Noise.* These guidelines have been updated and included in the TPP as Appendix H.

System Plan Considerations Affecting Your Community

1. Metropolitan Highways

Metropolitan highways and regional highway investment priorities for 2030 are shown in Figure 4-11. There are no expansion plans for the metropolitan highways located within the city of Lake Elmo.

2. Transit Routes and Facilities

Lake Elmo is within the Metropolitan Transit Taxing District. The western portion of Lake Elmo is within Market Area is III and the eastern portion is in Market Area IV. Service options for Market Area III include peak-only express, small vehicle circulators, midday circulators, special needs paratransit (ADA, seniors), and ridesharing. Service options for Market Area IV include dial-a-ride, volunteer driver programs, and ridesharing.

Lake Elmo should identify existing transit service (available on the Council's website) and desired future transit service options consistent with the Transportation Policy Plan's transit system service areas (Table 4-1 and Appendix M). General public dial-a-ride is provided Human Services Inc.

Lake Elmo should list transit corridors (express commuter bus corridors and dedicated right-of-way corridors) and identify opportunities to promote higher density initiatives along dedicated transit corridors (see Figure 4-2).

Lake Elmo should identify existing transit passenger and support facilities and future improvements to and expansion of these facilities. Passenger and support facilities include shelters, transit centers, stations, and park-and-ride lots. An existing park-and-ride lot is located at Laverne & Highway 5. Demand for future park-and-ride spaces was identified in the *Park-and-Ride Facility Site Location Plan* (www.metrocouncil.org/parkridefacilitysitelocation/plan.htm) in the area of I-94 & Keats Avenue.

3. Aviation Plan and Facilities

The TPP/APP includes policies and text on protection of the region's airspace resources. The airspace policy states that both Federal Aviation administration (FAA) and MnDOT Aeronautics safety standards must be a major consideration in the planning, design, maintenance and operation of air transportation facilities and services. There are no existing or planned aviation facilities within Lake Elmo. However, each community has a responsibility to include airspace protection in its comprehensive plan. The protection is for potential hazards to air navigation including electronic interference. Airspace protection should be included in local codes/ordinances to control height of structures, especially when conditional use permits would apply. The comprehensive plan should include policy/text on **notification to the FAA** as defined under code of federal regulations CFR - Part 77, using the FAA Form 7460-1 "Notice of Proposed Construction or Alteration". Instructions can be found at www.faa.gov/arp/ace/part77.cfm.

Flying in the metro region involves all types of aircraft including amphibian and float-equipped planes. Communities should recognize, for purposes of safe use of surface waters and compatible land use, that certain public waters within the seven-county metro area are designated by MnDOT Aeronautics as permitted seaplane use areas under state Rules. For a listing of authorized operating areas and other relevant information please refer to the following web site: http://www.revisor.leg.state.mn.us/arule/8800/2800.html.

The City is within the Influence Area of the Lake Elmo Airport. Therefore, it is affected by planning considerations potentially involving the following items: airport zoning, environmental mitigation, airport development and economic impacts, ground access needs, infrastructure requirements and general land use compatibility. .The airport is owned and operated by the Metropolitan Airports Commission (MAC) including responsibility to prepare/maintain a long-term comprehensive plan (LTCP) for the facility and development implementation. The Lake Elmo Airport functions as a general aviation reliever for MSP International Airport, and will

continue its regional system role as a "Minor" airport. MSP is defined as the region's "Major" airport and is expected to fulfill that role for many years to come. A proposed MSP 2020 development plan is being examined and the city should monitor that planning process for potential implications it may have for the Lake Elmo Airport communities.

The TPP/APP identifies the region-wide need for additional runway and hangar area improvements for traditional general aviation users, and the new light sport aircraft that will soon be joining the aircraft fleet. Some of that growth is expected to use the Lake Elmo Airport; projects associated with this demand should be reflected in future capital improvement programs. The airport's airspace must be protected from potential obstructions and electronic interference to aircraft operations by meeting state requirements. These include formation of a joint airport/community zoning board, defining an airport zoning district, and implementing an airport zoning ordinance including land use safety zoning. The zoning needs updating and to be put in place by Lake Elmo Airport communities in coordination with Washington County and the MAC. In preparing the ordinance the city should review the recent changes to MnDOT Rules Chapter 8800.

The Council approved the Lake Elmo Airport 2010 long-term comprehensive plan in 1994. The LTCP included a proposed new main-wind runway and eliminated a parallel crosswind runway. No land acquisition was needed but part of Blackwoods Lane would be relocated on airport property. A new east and north hangar building areas were identified; at this time the north area is fully developed and an Environmental Assessment (EA) completed for development of the east building area. The east area project still needs funding. Regional policy calls for all airports are to be connected to central sewer service when it is available. It is expected that regional sewer service may be provide to the old town center of Lake Elmo but the feasibility of providing a connection to the airport has not yet been determined. The MAC is currently evaluating on-site airport parcels for potential new [non-aeronautical] revenue opportunities. In addition, the MAC has a task force reviewing their reliever airports, examining such issues as a revenue funding plan, use of outside management, and ability to close and/or sell airports. The city should be involved in those discussions. It is expected that the MAC will also be updating the long-term comprehensive plan and ALP to a new 10 year planning horizon. The city should participate in that process to ensure local input to the aviation planning process.

Figure 4-2
2030 Transitway Corridors

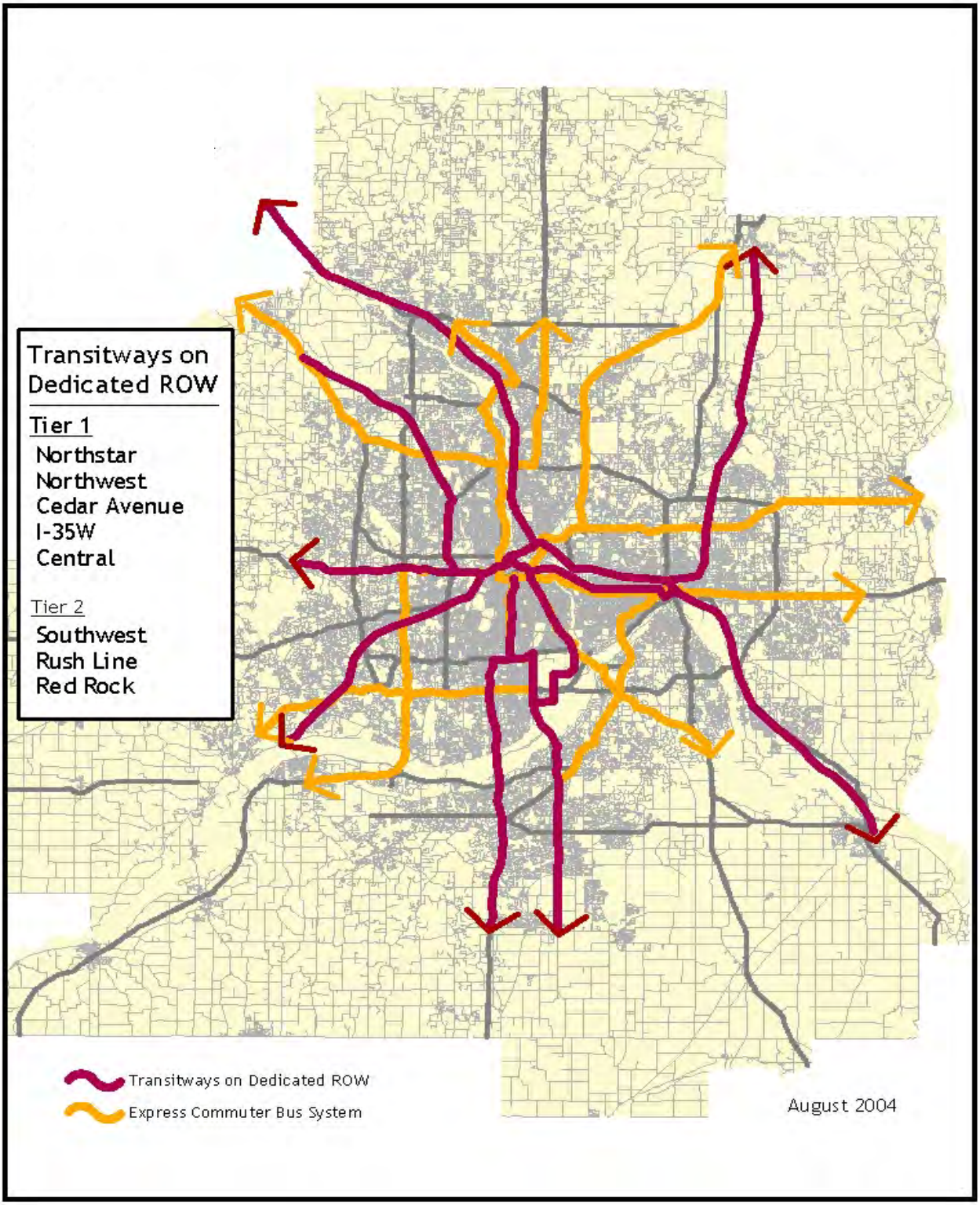


Figure 4-5
Transit Passenger Facilities

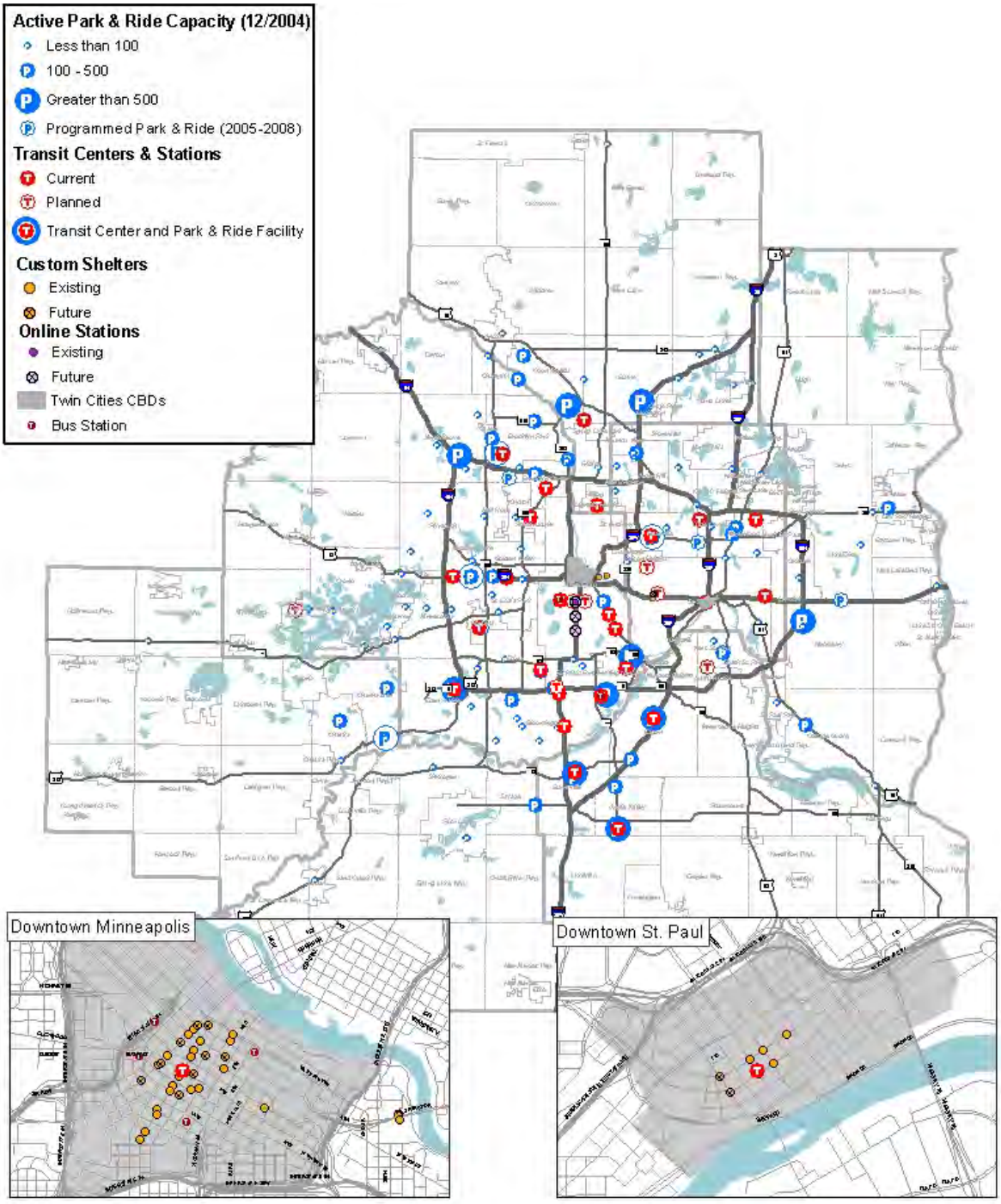


Figure 4-6
Transit Support Facilities

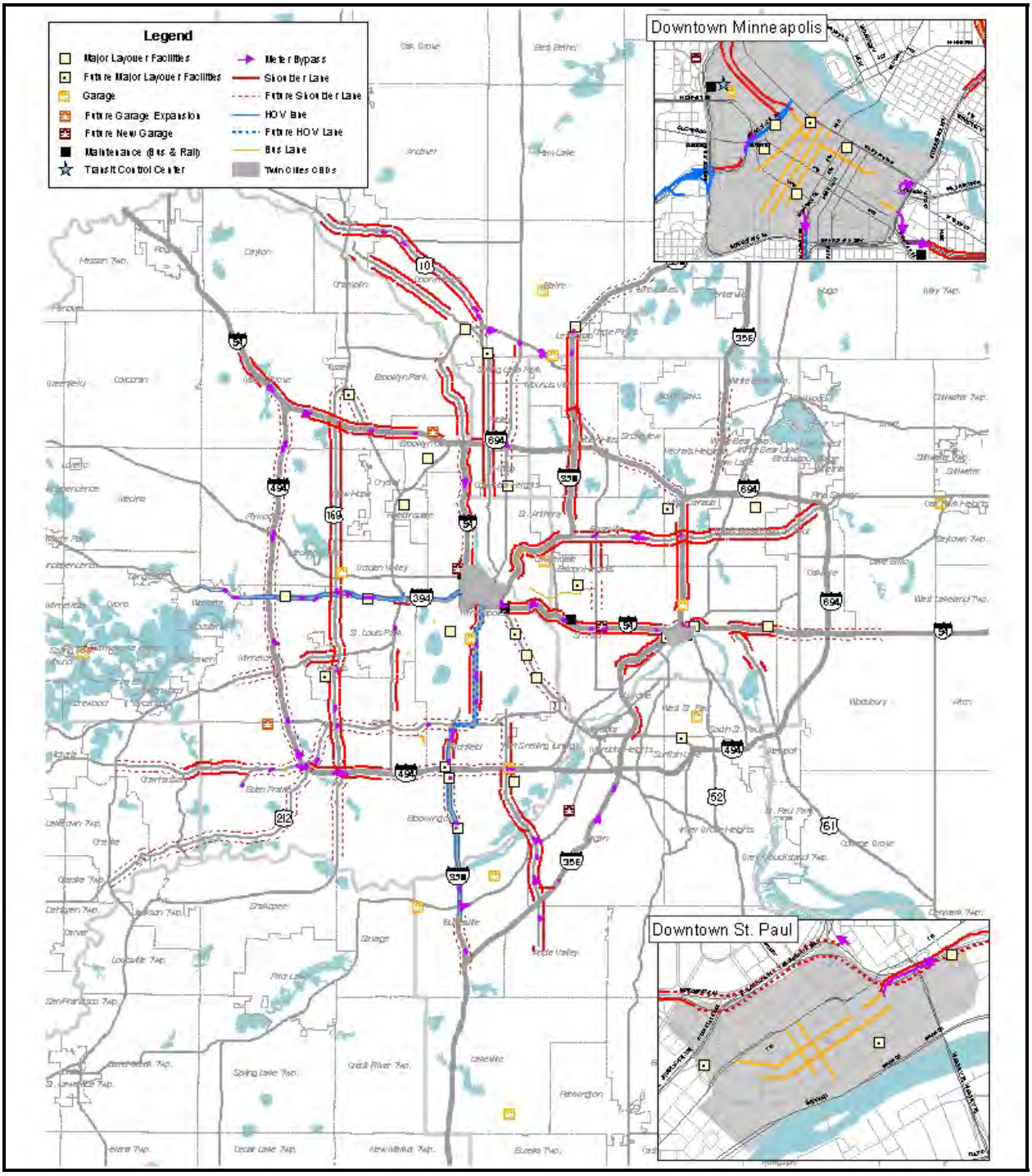


Figure 4-11
2030 Constrained Metropolitan Highway System Plan Investment Priorities

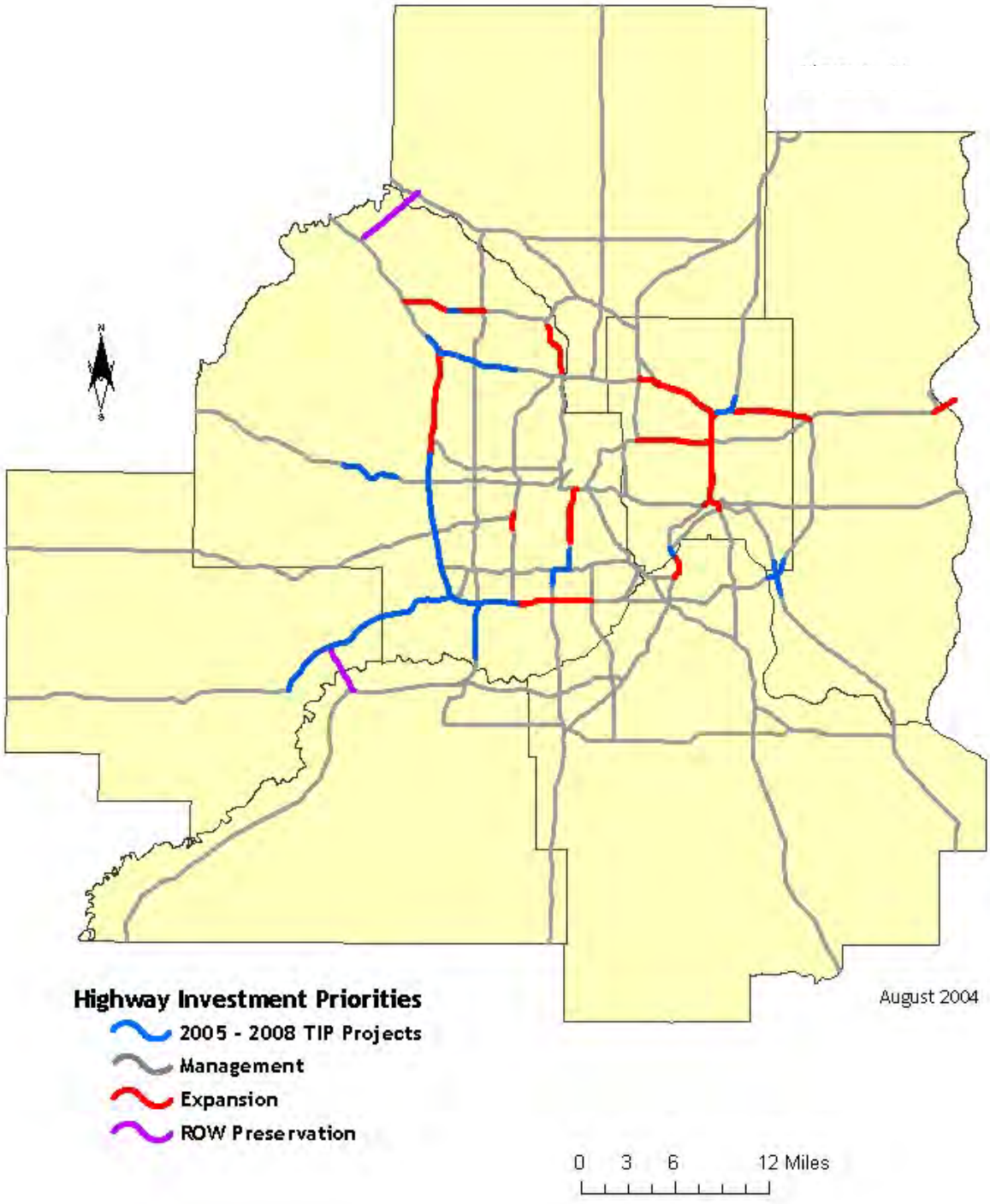


Table 4-1
Transit Market Area Features and Improvements

Market Areas	Land Use Pattern	Service Options	Service Characteristics
I	Highest concentrations of activity, housing and jobs	Regular-route locals, all-day expresses, special needs paratransit (ADA, seniors,) ridesharing	**Frequencies:** 5-15 minute local and circulator **Span of Service:** 18-24 hours, 7 days per week **Access:** Locals spaced 0.25-0.5 mile apart with 8-10 bus stops per mile
II	Moderate concentrations of jobs, housing and activities	Regular-route locals, all-day expresses, small-vehicle circulators, special needs paratransit (ADA, seniors,), ridesharing	**Frequencies:** 15-30 minute or 30-60 minute depending on land use pattern **Span of Service:** 12-20 hours per day, 7 days per week **Access:** Locals spaced 0.5-1.0 mile apart with 6-8 bus stops per mile
III	Generally lower concentrations with intermittent pockets of moderate concentrations (pockets would receive highest service levels)	Peak-only express, small vehicle dial-a-ride, midday circulators, special needs paratransit (ADA, seniors,), ridesharing	**Frequencies:** Peak-period-only expresses, 1-2 hour midday frequencies, dial-a-ride advance registration **Span of Service:** 10-14 hours per day, weekdays and limited weekends **Access:** Services tied to park-and-ride lots and hubs
IV	Lowest concentrations of housing and jobs	Dial-a-ride, volunteer driver programs, ridesharing	**Frequencies:** As needed **Span of Service:** 8-10 hours per days, weekdays **Spacing:** Services tied to park-and-ride and park-and-pool lots

Appendix M.
Regional Transit Standards

Transit Market Areas

While several factors influence the propensity to use transit, the primary predictors of transit productivity are density of origination and destination. There are four categories of transit markets in the metropolitan area. Transit markets in the Twin Cities are identified using four primary criteria: 1) population density, 2) employment concentration and job density, 3) trip volumes and patterns, and 4) transit dependent segments of the population. Different types and levels of transit services should be used for each transit market area.

The region has four distinct market areas. Transit Market Area I has the highest density of population and employment, and is able to effectively support frequent regular route transit service. Because this is the most productive transit service area in the region, it should also be the area that receives a prioritized investment of transit resources.

Transit Market Area	Area Characteristics
Area I	Population Density = 15 or more persons/acre **(or)** Job Density = 50 or more jobs/acre and 10,000 more contiguous jobs
Area II	Population Density = 9 to 14.9 persons/acre augmented by contiguous High Transit Dependency areas
Area III	Population Density = 5 to 8.9 persons/acre (excluding isolated pockets) augmented by: (a) Contiguous areas with Job Density = 10 to 49 jobs/acre and 3,000 or more contiguous jobs **Or** (b) Contiguous areas with Major Travel destinations: 50 or more non-home bound trips/acre
Area IV	Population Density less than 5 persons/acre
Pockets	Areas meeting at least one of the following: 1. Population Density = more than 5 persons/acre (isolated pockets only) 2. Job Density = 10 to 49 jobs/acre and 3,000 or more contiguous jobs (isolated pockets only) 3. Major Travel destinations: 50 or more non-home bound trips/acre (isolated pockets only) 4. High Transit Dependency areas (isolated pockets only)

Transit Market Area II has high to moderate population and employment densities yielding a market area that is conducive to regular route operations and also other forms of transit service delivery.

The lower population and employment densities of Transit Market Areas III, IV, and Pocket areas increase the complexity and challenge of matching transit service to transit need. Due to the lower concentrated demand, it becomes more difficult to provide efficient transit service at reasonable costs in these areas. In the longer term to meet transit needs in suburban and rural settings, we need to promote the right type of land use and development densities that can sustain transit operations.

Transit Markets/Service Options

The table below identifies transit strategies that appear to be most appropriate for the different transit markets that are in the metropolitan area. The service delivery strategies presented are only illustrative and not exhaustive. Detailed analysis of specific communities within the metropolitan area may generate other creative means of delivering effective transit services.

Transit Market Area	Suggested Service Type	Suggested Service Characteristics
Area I	Primary emphasis on big bus/regular route service complemented by paratransit service. Downtown area circulators possible.	*Orientation* – Focus on both CBD's *Availability* – Up to 24 hours/day and 7 days/week *Access* – Route spacing (.25 – .50 miles) with 8-10 bus stops per mile *Frequency* – Generally 5 – 15 minutes
Area II	Primary emphasis on big bus/regular route service complemented by paratransit service. Neighborhood circulators should tie in with limited stop regular route service.	*Orientation* – Link CBD's/suburban transit stations and centers *Availability* – Up to 20 hours/day and 7 days/week *Access* – Route spacing (0.5 – 1.0 miles) with 6-10 stops per mile *Frequency* – Generally 15 – 30 minutes
Area III	A mix of big and small bus/regular route and community circulator service complemented by paratransit service. Community circulators should tie into regular route regional service at a transfer point.	*Orientation* – Link CBD's/suburban transit stations and centers *Availability* – Up to 18 hours/day and Up to 7 days/week *Access* – Route spacing (0.5 – 1.5 miles) with 6-10 stops per mile *Frequency* – Generally 30 – 60 minutes
Area IV	Primary emphasis on: 1) small bus/dial-a-ride service providing county or rural circulation, and 2) community bus service tied to major park-and-ride facilities to create travel volumes.	*Orientation* – Suburb to suburb and central cities *Availability* – Peak-period express and midday circulators; weekday only *Access* – Express routes tied to major park-and-rides/circulators link to transit stations and centers *Frequency* – Advance registration for dial-a-ride services
Pockets	Primary emphasis on 1) small bus service providing community local or dial-a-ride circulation, and 2) commuter bus service may have localized service in addition to linking with major park-and-ride facilities to create travel volumes.	*Orientation* – Localized *Availability* – Varies by pocket; primarily weekday service *Access* – Door-to-door or modified circulation; express routes primarily tied to park-and-ride facilities *Frequency* – Up to 2 hours for circulator services. Advance registration for dial-a-ride

Transit Service Design Standards

A consistent set of transit service design standards ensures regional coordination and consistency. Regional design standards are custom-tailored for each transit market area.

	Area I	Area II	Area III	Area IV	Pockets
Transit Service Options					
Regular Route	*Services Considered:*				
Express	Yes	Yes	Yes	Yes	Yes
Radial	Yes	Yes	Yes	No	No
Crosstown	Yes	Yes	Yes	No	No
Circulator	Downtown	Neighborhood	Community	Specific	Specific
Limited Stop	Yes	Yes	Yes	No	Specific
Paratransit					
General Public	No	No	Specific	Yes	Yes
Metro Mobility	Yes	Yes	Yes	No	Specific
Service Span					
Regular Route	*Days and Times of Service:**				
General Availability	Up to 24 hours	Up to 20 hours	Up to 18 hours	Up to 14 hours	Up to 14 hours
Express	Pk/Day/Nt/Wkend	Peak/Specific	Peak/Specific	Peak Only	Peak Only
Radial	Pk/Day/Nt/Wkend	Pk/Day/Nt/Wkend	Pk/Day/Nt/Specific	N/A	N/A
Crosstown/Circulator	Pk/Day/Nt/Wkend	Pk/Day/Nt/Wkend	Pk/Day/Specific	Specific	Specific
Limited Stop	Peak/Specific	Peak/Specific	Peak/Specific	N/A	N/A
Paratransit					
General Public	N/A	N/A	Specific	Pk/Day/Specific	Pk/Day/Specific
Metro Mobility	Pk/Day/Nt/Wkend	Pk/Day/Nt/Wkend	Pk/Day/Nt/Wkend	Specific	Specific
Service Levels					
Regular Route	*(Miinimum Frequency for New/Existing Routes:*+*				
Express	15” Peak/60” Day	3 Pk Trips/60” Day	3 Pk Trips/Specific	2 Peak Trips	2 Peak Trips
Radial	15” Day/30” Night	30” Day/60” Night	60” Day/Specific	N/A	N/A
Crosstown/Circulator	30” Day/60” Night	30” Day/60” Night	60” Day/Specific	60” Day/Specific	60” Day/Specific
Limited Stop	Specifich	Specific	Specific	N/A	Specific
Paratransit					
General Public	N/A	N/A	Specific	Specific	Specific
Metro Mobility	Specific	Specific	Specific	Specific	Specific

* Minimum service levels must be justified; with loading standards/connectivity dictating frequency above minimum.

\+ In services with 15 minute or less frequency, clocked headways (or consistent departure times) shall be emphasized.

	Area I	Area II	Area III	Area IV	Pockets
Route Spacing					
Regular Route	*Acceptable Range:*				
Express	Specific	Specific	Specific	Specific	Specific
Radial	.25-.50 Miles	.50-1.0 Miles	.50-1.5 Miles	N/A	N/A
Crosstown/Circulator	.50-1.0 Miles	1.0-2.0 Miles	Specific	N/A	Specific
Limited Stop	Specific	Specific	Specific	N/A	N/A
Paratransit					
General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A
Bus Stop Spacing	Relates to local pick-up portion of the route				
Regular Route	Maximum Allowable:*				
Express	8 per Mile	8 per Mile	8 per Mile	P&R or 8 per Mile	P&R or 8 per Mile
Radial	8 per Mile	8 per Mile	8 per Mile	N/A	N/A
Crosstown/Circulator	8 per Mile	8 per Mile	8 per Mile	N/A	8 per Mile
Limited Stop	Specific	Specific	Specific	N/A	N/A
Paratransit					
General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

* An allowable exception to standards may be CBD's and major traffic generators.

Bus Stop Siting

Regular Route	Near side stops are preferred in most areas. In CBD's and other high commercial density areas, where traffic movements are major impediments to smooth bus operations, far-side/mid-block stops are generally preferred. Individual stop sites must be evaluated for: 1) traffic conditions in area (i.e., right turns, merging, etc.); 2) curb availability (see stop dimensions table below); and 3) general suitability for stop (i.e., curb cuts, ADA considerations, obstructions, etc.).

Bus Stop Dimensions+	**Mixed Use Stop**	**Small Bus Only Stop**
Near-side Stop	100 ft.	75 ft.
Far-side Stop	120 ft.	90 ft.
Mid-Block Stop	150 ft.	110 ft.

+ Bus stops which have multiple buses stopping at the same time require more space.

Passenger Waiting Shelter Warrant	*Central Cities*	*All Other Areas*
Regular Route	≥40 peak hour boardings	≥25 peak hour boardings

	Area I	Area II	Area III	Area IV	Pockets
Branch Warrant	Route productivity measured as passengers per revenue hour for express and pass. Per revenue mile				
Regular Route	**Minimum Requirement:**				
Express	Specific	15 PPRH & 30”	15 PPRH & 30”	15 PPRH & 30”	15 PPRH & 30”
Radial	1.5 rte. prod. & 30”	1.0 rte. prod. & 30”	0.5 rte. prod. & 60”	N/A	N/A
Crosstown/Circulator	1.5 rte. Prod. & 30”	1.0 rte. prod. & 30”	0.5 rte. prod. & 60”	N/A	N/A
Limited Stop	30” Peak Frequency	15 PPRH & 30”	15 PPRH & 30”	N/A	15 PPRH & 30”
Paratransit					
General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A
Directness	Express service is measured from beginning of route and compared with average auto travel time (including 10 min. remote parking time). Local service is measured using passenger boardings per mile operated.				
Regular Route	*Minimum Requirement*:				
Express	1.35 Avg Auto Time*	1.35 Avg Auto Time*	1.35 Avg Auto Time*	1.25 Avg Auto Time*	1.35 Avg Auto Time*
Radial	1.0 route product. +	1.0 route product. +	0.5 route product. +	N/A	N/A
Crosstown/Circulator	1.0 route product. +	1.0 route product. +	0.5 route product. +	N/A	N/A
Limited Stop	1.0 route product. +	1.0 route product. +	0.5 route product. +	N/A	N/A
	* Avg. auto time includes assumption of 10 minute remote parking related time.				
	+ Increase in trip rides must be greater that thru rides inconvenienced (i.e.: new rides>thru rides). If deviation is more than 3 minutes, new trip rides must exceed extra time for thru riders (i.e., new rides>(thru riders X extra time)).				
Paratransit					
General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A
Network Transfer Connectivity					
Regular Route	*New Route Design Consideration: (includes peak and midday service only)*				
Express	3-15” w/ all others	Specific	Specific	3-10” at hubs & P&R	3-10” at hubs & P&R
Radial	3-15” w/ all others	3-10” at hubs	3-10” at hubs	N/A	N/A
Crosstown/Circulator	3-15” w/ all others	3-10” at hubs	3-10” at hubs	3-10” at hubs	3-10” at hubs & P&R
Limited Stop	Specific	Specific	3-10” at hubs & P&R	N/A	3-10” at hubs & P&R
Paratransit					
General Public	N/A	N/A	3-10” at hubs	3-10” at hubs	3-10” at hubs
Metro Mobility	N/A	N/A	N/A	N/A	N/A

	Area I	Area II	Area III	Area IV	Pockets

Customer "Peak Period" Load Guidelines

Guidelines are based on maximum load point of route and would be somewhat more flexible on fringe of peak period.

Regular Route	**Minimum and Maximum Targets on a Consistent Basis:***				
Express	70-100% of Seat Cap.	70-100% of Seat Cap.	70-100% of Seat Cap.	70-100% of Seat Cap.	70-100% of Seat Cap.
Radial	85-125% of Seat Cap.	85-125% of Seat Cap.	N/A	N/A	N/A
Crosstown/Circulator	75-115% of Seat Cap.	50-100% of Seat Cap.	N/A	N/A	N/A
Limited Stop	80-110% of Seat Cap.	80-110% of Seat Cap.	N/A	N/A	N/A

* Maximum customer load average over 15 minute period.

Paratransit					
General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

Customer "Off-Peak" Load Guidelines

Guidelines are based on maximum load point of route.

Regular Route	**Minimum and Maximum Targets on a Consistent Basis:+**				
Express	65-100% of Seat Cap.	60-100% of Seat Cap.	50-100% of Seat Cap.	50-100% of Seat Cap.	50-100% of Seat Cap.
Radial	60-100% of Seat Cap.	60-100% of Seat Cap.	N/A	N/A	N/A
Crosstown/Circulator	50-100% of Seat Cap.	50-100% of Seat Cap.	N/A	N/A	N/A
Limited Stop	65-100% of Seat Cap.	60-100% of Seat Cap.	50-100% of Seat Cap.	50-100% of Seat Cap.	50-100% of Seat Cap.

+ Maximum customer load average over 30 minute period.

Paratransit					
General Public	N/A	N/A	N/A	N/A	N/A
Metro Mobility	N/A	N/A	N/A	N/A	N/A

Transit Performance Standards

The primary performance standards to measure service are Subsidy per Passenger and Passengers per In-Service Hour. Performance standards are used to evaluate the relative productivity and efficiency of the services provided. To be responsible and dynamic, a transit system must consistently measure and adjust service in unproductive routes and address insufficient service in productive areas. The use of two regional performance standards provides better insight into the operational and financial performance of individual routes and services.

Subsidy per Passenger

Subsidy or net cost is the difference between the total cost of providing service offset by revenue from passenger fares. Subsidy per passenger represents the net cost divided by the number of passengers using the service. This standard identifies services that are not operating within efficiency ranges and focuses corrective actions for those services. Subsidy thresholds are determined by calculating the non-weighted subsidy per passenger average within each service classification plus fixed percentage deviations from that average.

Threshold No.	Level of Subsity per Passenger Performance	Monitoring Goal	Possible Action
1	20 to 35% over peer average	For Quick Review	Minor Modifications
2	36 to 60% over peer average	For Intense Review	Major Changes
3	More than 60% over peer average	For Significant Change	Restructure/Eliminate

Passengers per In-Service Hour

The passenger per in-service hour standard establishes a minimum threshold of performance for light rail transit, big bus fixed route service, small bus fixed route service and paratransit operations. Passengers per in-service hour represents the total passengers carried divided by the in-service time. This measure is most often calculated at the route level, but can also be measured less rigidly at a trip level.

Type of Service	Average Passengers per In-Service Hour	Minimum Passengers per In-Service Hour
Light Rail Transit	≥70	≥50
Big Bus Fixed Route – All Day	≥20	≥15
Big Bus Fixed Route – Peak Only	≥20	N/A
Small Bus Fixed Route	≥9	≥5
Small Bus Non-Fixed Route	≥3	≥2
Other/Rideshare/Shared Ride Taxi	≤2	N/A

Table 4-11
MnDOT Highway Work Plan, 2009-2013
Major Construction, Reconstruction and Bridge Replacement Greater Than $10 Million

				Project Cost Estimates				
Highway	**Project Description**	**Program**	**Construction Fiscal Year**	**Design Estimate ($000)**	**R/W Estimate ($000)**	**Year-of-Construction Estimate ($000)**	**Construction Engineering Estimate ($000)**	**Total Project Cost ($000)**
35E	I-94 to Maryland Ave. in St. Paul, grading, surfacing, brs., etc., including Cayuga Br. and Phalen Blvd. connection	MC	2010	7,687	Limited	76,755	6,140	90,571
35W	At Lake St. in Minneapolis, reconstruct inter-change (Ph. 1)	MC	2009	1,160	Contin-uous/ Major	11,600	928	13,688
35W	At Lake St. in Minneapolis, reconstruct inter-change (Ph. 2)	MC	2010	1,785	Contin-uous/ Major	17,850	1,428	21,063
36	At Lexington Ave.. in Roseville, replace Br. 5723 and reconstruct interchange	MC	2009	1,380	Limited	13,804	1,104	16,289
100	36th St. to Cedar Lake Rd. in St. Louis Park, grading, surfacing, Brs., etc. for 6-lane freeway	MC	2011	6,150	Contin-uous/ Major	61,500	4,920	72,570
169	Near CSAH 6 in Belle Plaine, grading, surfacing, Br., etc. for new interchange	MC	2010	1,904	Limited	19,040	1,523	22.467
694	E of I35W in Arden Hills to E of Lexington Ave.. in Shoreview, grading, surfacing, Brs., etc. to add third lane and correct weave at TH 10/51	MC	2012	6,960	Minimal/ Spot	69,596	5,568	82,123
TOTALS				27,015		270,145	21,611	318,771

Table 4-12
Regional Priority Projects to Move into
10-Year Highway Work Plan, 2005-2009

Highway	Project Description
I-35E	TH 110 to TH 5, add one through lane
I-494	TH 55 to I-94, add one through lane
TH 610	CSAH 81 to I-94, Complete four-lane freeway
Total: $ 300 million	

Wastewater System Statement -- *Lake Elmo*

Key Changes in the Plan

The revised *Water Resources Management Policy Plan,* adopted by the Metropolitan Council in March 2005, is the metropolitan system plan for metropolitan wastewater services with which local comprehensive plans must conform. This system statement summarizes significant elements of the metropolitan system plan and highlights those elements that apply specifically to your community. In addition to reviewing this system statement, your community should consult the entire *Water Resources Management Policy Plan*, the *2030 Regional Development Framework* and other pertinent regional planning and policy documents to ensure your community's local comprehensive plan and plan amendments conform to the metropolitan system plans. A PDF file of the entire *Water Resources Management Policy Plan*, the *2030 Regional Development Framework*, the *Local Planning Handbook* and other regional planning and policy documents of the Metropolitan Council are available online at the Metropolitan Council's Web site: http://www.metrocouncil.org/planning/framework/overview.htm.

The revised *Water Resources Management Policy Plan* incorporates the following changes:

- A coordinated approach to water supply planning in the metropolitan area with the goal of providing for a sustainable, reliable and secure supply of high quality water to support orderly economic growth and maintain the region's high quality of life.

- An approach to surface water management that ties together the control of pollution from point and nonpoint sources. Local surface water management plans will be reviewed for impacts on the regional wastewater system.

- A policy under which the Council will consider acquiring and operating local wastewater treatment plants in rural growth centers upon request where enough growth is projected to make it economically feasible for the Council to become involved.

- A plan that provides for cities to reduce excessive inflow and infiltration (I/I) of clear water into the metropolitan sewer system. A financial assistance/surcharge program is included that will provide a funding mechanism to help solve the I/I problem.

- A policy that continues to require inspections of individual sewage treatment systems (ISTS) at least once every three years by trained individuals. In addition, the Council has added further clarification on what is needed in a community's local ISTS management program.

System Plan Considerations Affecting Your Community

1. Metropolitan Sewer Service

As shown on the *2030 Regional Development Framework* Planning Areas Map, portions of Lake Elmo are to be guided for either diversified rural or as a developing community. The diversified rural area needs to accommodate growth to not exceed the Council's forecasts for unsewered development and cluster development not to exceed one unit per ten acres.

Forecasts:

The forecasts of population, households, employment, and wastewater flows for Lake Elmo as contained in the adopted *Water Resources Management Policy Plan* are listed below. These forecasts are for sewered development. The sewered housing forecasts were estimated based on SAC data, annual city reports, current trends and other information relating to your community. The wastewater flows are based on historical wastewater flow data and the projected sewered housing and employment data.

Table 1

Year	2010	2020	2030
Sewered Population	4,200	10,300	14,300
Sewered Households	1,515	3,500	5,200
Sewered Employment	1,000	7,200	14,000
Average Annual Wastewater Flow (MGD)	0.34	0.95	1.81
Allowable Peak Hourly Flow (MGD)	1.22	3.04	5.25

The flow projections represent the Council's commitment to a level of service, assuming that the Council's underlying demographic forecasts are maintained. Adjustments may be required based on verified growth or lack of growth. The city should contact Council staff to discuss any proposed adjustments. Flow projections do not represent an allocation of interceptor capacity except in the event a temporary system constraint occurs. The community must strive to keep its wet weather flows within the allowable peak hourly rate.

At a minimum the Council will reevaluate flow projections every five years. Moreover, the Council will also continue to monitor each city's flow on a continuous basis and note

any significant changes. The Council will use these growth and wastewater flow forecasts to plan all future interceptors and treatment work 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 city. Lake Elmo, 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. If you plan a total wastewater flow from your community in excess of the Council's forecasts, your assumptions will be analyzed by the Council for their potential adverse effects on the capacity or operation of the metropolitan system.

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

Description of Metropolitan Disposal System Serving your Community:

The attached map shows the location of the Metropolitan Disposal System (MDS) serving your community. The following paragraphs contain information on the existing and planned metropolitan facilities serving your community.

The wastewater flow from the City of Lake Elmo is treated at both the Metropolitan and Eagles Point WWTP's located within the City of St. Paul and the City of Cottage Grove respectively. There are many projects scheduled for both plants through 2030. These projects will provide additional capacity at the plants as well as improve their ability to meet required permit standards.

As can be seen on the attached map, the City of Lake Elmo will be is served by two interceptors. Interceptor 1-WO-500 will provide wastewater service to the western portion of the city and will be designed for an average design capacity of 0.5 mgd. The interceptor to the Eagles Point WWTP will provide service to the city for an average design capacity of 1.78 mgd. The city needs to verify its long-term needs as part of its comprehensive plan update. If necessary, detailed information regarding metropolitan facilities is available from the Council's Municipal Services Section by calling the staff at (651) 602-1005.

Inflow/Infiltration Reduction Goal

The Council's *Water Resources Management 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 the excessive I/I by 2012. The Council will begin the implementation of an I/I assistance/surcharge program in 2007. The money collected from the communities with excessive I/I may be used by those communities to remove I/I from their systems. The

Council will limit increases in service within those communities that have not met their I/I goal(s) starting in 2013. The Council will meet with the community and discuss this alternative before it is implemented. This time period may be shorter if excessive I/I jeopardizes the Council's ability to convey wastewater without an overflow occurring. In this case the Council may limit increases in service within those communities that have excessive I/I immediately upon notification to the community. The Council plans to implement a wastewater rate demand charge program, starting in 2013, for those communities that have not met their I/I goals. These revenues will be used to help defray the cost of providing attenuation within the MDS to recover the capacity lost to excessive I/I.

The I/I goal established for the City of Lake Elmo is the allowable peak hourly flow rate as shown in Table 1 and varies based on annual average flow.

Specific Requirements for the Sewer Element of the City's Comprehensive Plan

The Council has completed a review of the current information in the city's existing comprehensive plan and has determined that the current plan satisfies the wastewater requirements for the sewer element of the city's comprehensive plan/local sewer policy plan update.

2. Management of Individual Sewage Treatment Systems

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

The new *Water Resources Management Policy Plan* states that the appropriate density for development with individual 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 individual sewage treatment systems should incorporate current MPCA regulations (Minn. Rules Chapter 7080) as part of a program for managing individual sewage treatment systems in the sewer element of their local comprehensive plan and implement the standards in issuing permits. Lake Elmo should adopt a management program consistent with state rules. An overview of Lake Elmo'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.

3. Management of Private Wastewater Treatment Plants (Cluster Systems)

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 will not provide financial support to assist communities if these systems fail.

Lake Elmo should include in the sewer element (local sewer policy plan) of its local comprehensive plan the conditions under which private treatment plants would be allowed. The use of private wastewater treatment plants must be consistent and compatible with the long-term regional wastewater system plan.

4. Surface Water Management

In 1995, Minnesota Statutes section 473.859, subd. 2, was amended to make the local surface water management plan required by Minnesota Statutes section 103B.235 a part of the land use plan of the local comprehensive plan. Section 103B.235 provides that a local surface water management plan should be prepared once a watershed plan for the area has been approved. Section 103B.235 also generally identifies the content requirements for the plan. The local surface water management plan must be submitted to both the watershed management organization(s) within whose watershed the community is located and to the Metropolitan Council for its review. For guidelines on the contents of local surface water management plans, please refer to Appendix B2-b of the Council's *Water Resources Management Policy Plan.*

Council records indicate that Lake Elmo is in the Browns Creek, South Washington and Valley Branch Watershed Districts (see attached map). The Browns Creek and South Washington watershed plans were approved by BWSR in 2001 and 1997 respectively. The Valley Branch watershed plan is currently out for review and anticipated to be approved by BWSR in 2005 or 2006. Therefore, Lake Elmo will be required to update its local surface water management plan by the end of 2007 or 2008. The plan should be submitted to the Council for its review concurrent with the review by the watershed districts. Failure to have an updated local surface water management plan consistent with the local surface water management plan content requirements found in Appendix B2-b of the *Water Resources Management Policy Plan* will result in a metropolitan system impact.

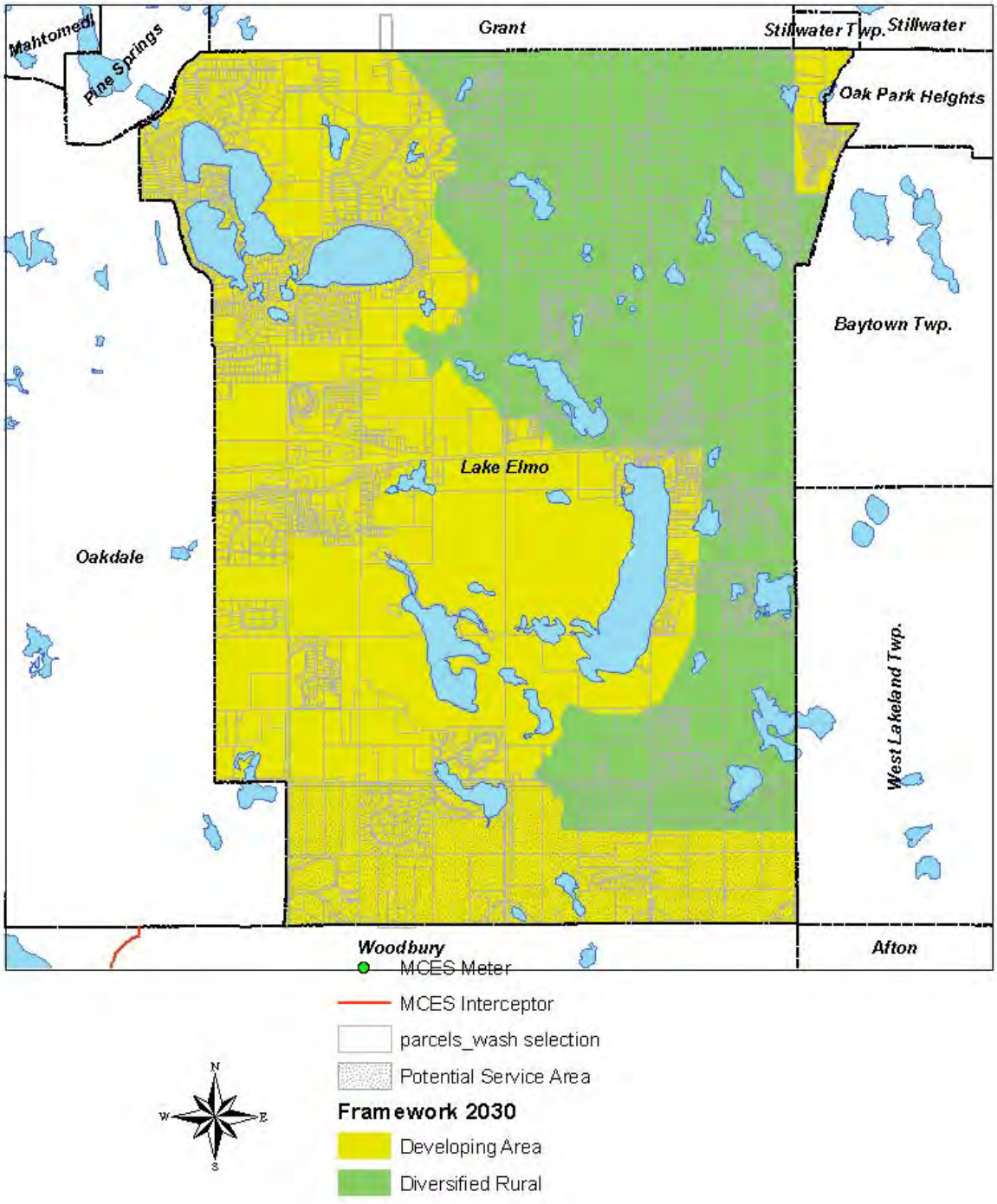
The Council also updated its priority lake list that was first developed in the 1980s as part of the *Water Resources Management Policy Plan* update. There are four priority lakes, DeMontreville, Olson, Jane, and Lake Elmo, in Lake Elmo. The Council uses the priority lake list to focus its limited resources. 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.

Advisories

1. Water Supply Planning

Minnesota Statutes section 473.859, subd.3 requires cities with a municipal water supply system to develop a water supply and conservation plan and submit it to the Council for its review. Communities serving more than 1,000 people are required by Minnesota Statutes section 103G.291 to submit the emergency and conservation plan to the Department of Natural Resources. The guidelines for water supply plan updates were released in 2005. Lake Elmo needs to update its local water supply plan consistent with the new guidelines and submit the water supply plan to the Council for its review. For contents of local water supply plans, please refer to Appendix B2-c of the Council's *Water Resources Management Policy Plan.*

Lake Elmo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Pine Springs
Grant
Stillwater Twp.
Stillwater
Oak Park Heights
Baytown Twp.
Lake Elmo
Oakdale
West Lakeland Twp.
Woodbury
Afton
MCES Meter
MCES Interceptor
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Potential Service Area
Framework 2030
Developing Area
Diversified Rural
N
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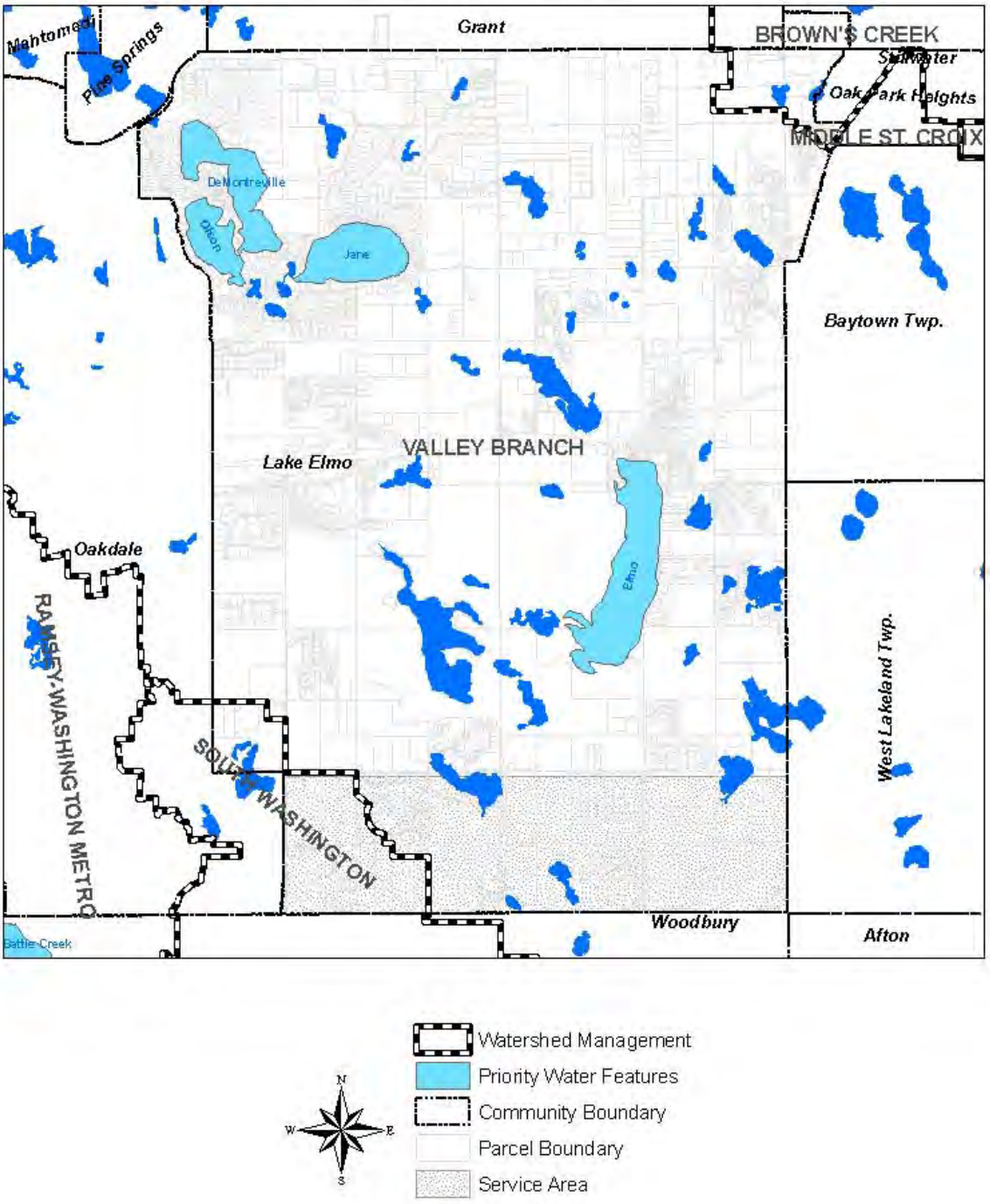
S

Lake Elmo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BROWN'S CREEK
Oak Park Heights
MIDDLE ST. CROIX
Mahtomedi
Pine Springs
DeMontreville
Olson
Jane
Baytown Twp.
VALLEY BRANCH
Lake Elmo
Oakdale
Elmo
RAMSEY-WASHINGTON METRO
SQUAW WASHINGTON
West Lakeland Twp.
Woodbury
Afton
Battle Creek
Watershed Management
Priority Water Features
Community Boundary
Parcel Boundary
Service Area
N
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Regional Parks System Statement
City of Lake Elmo

Key Changes in the Plan

The *2030 Regional Parks Policy Plan* adopted by the Metropolitan Council in June 2005 is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement summarizes significant elements of the metropolitan system plan and highlights those elements that apply specifically to your community. In addition to reviewing this system statement, your community should consult the entire *2030 Regional Parks Policy Plan*, the *2030 Regional Development Framework* and other pertinent regional planning and policy documents to ensure your community's local comprehensive plan and plan amendments conform to the metropolitan system plans. A PDF file of the entire *2030 Regional Parks Policy Plan*, the *2030 Regional Development Framework*, the *Local Planning Handbook* and other regional planning and policy documents of the Metropolitan Council are available online at the Metropolitan Council's website: http://www.metrocouncil.org/planning/framework/timeline.htm.

To meet the needs of the region in 2030, the *2030 Regional Parks Policy Plan* includes the following changes to the current regional parks system.

- ✓ **Designate two existing county parks and three trails as "regional."**
  - In Washington County, Pine Point Park
  - In Ramsey County, Tony Schmidt Park
  - In Ramsey County/St. Paul, three regional trails – Trout Brook, Summit Avenue, and Lexington Parkway

- ✓ **Acquire and develop three new parks. Search areas include:**
  - Northwestern Anoka County
  - Empire Township in Dakota County. Please note that the Metropolitan Council approved a park master plan and a boundary for the park has been established.
  - Blakeley Township in Scott County

- ✓ **Acquire and develop seven new trails. Search areas include:**
  - The Crow River, in Carver County and Three Rivers Park District
  - Both a north/south and an east/west trail traversing Dakota County
  - An east/west trail traversing Scott County
  - In Three Rivers Park District, a trail connecting parts of Baker Park Reserve; a trail connecting Baker and Crow-Hassan Park Reserves; and a trail connecting Crow-Hassan and Elm Creek Park Reserves

- ✓ **Acquire land within the current boundaries of 30 existing parks and four trails.**

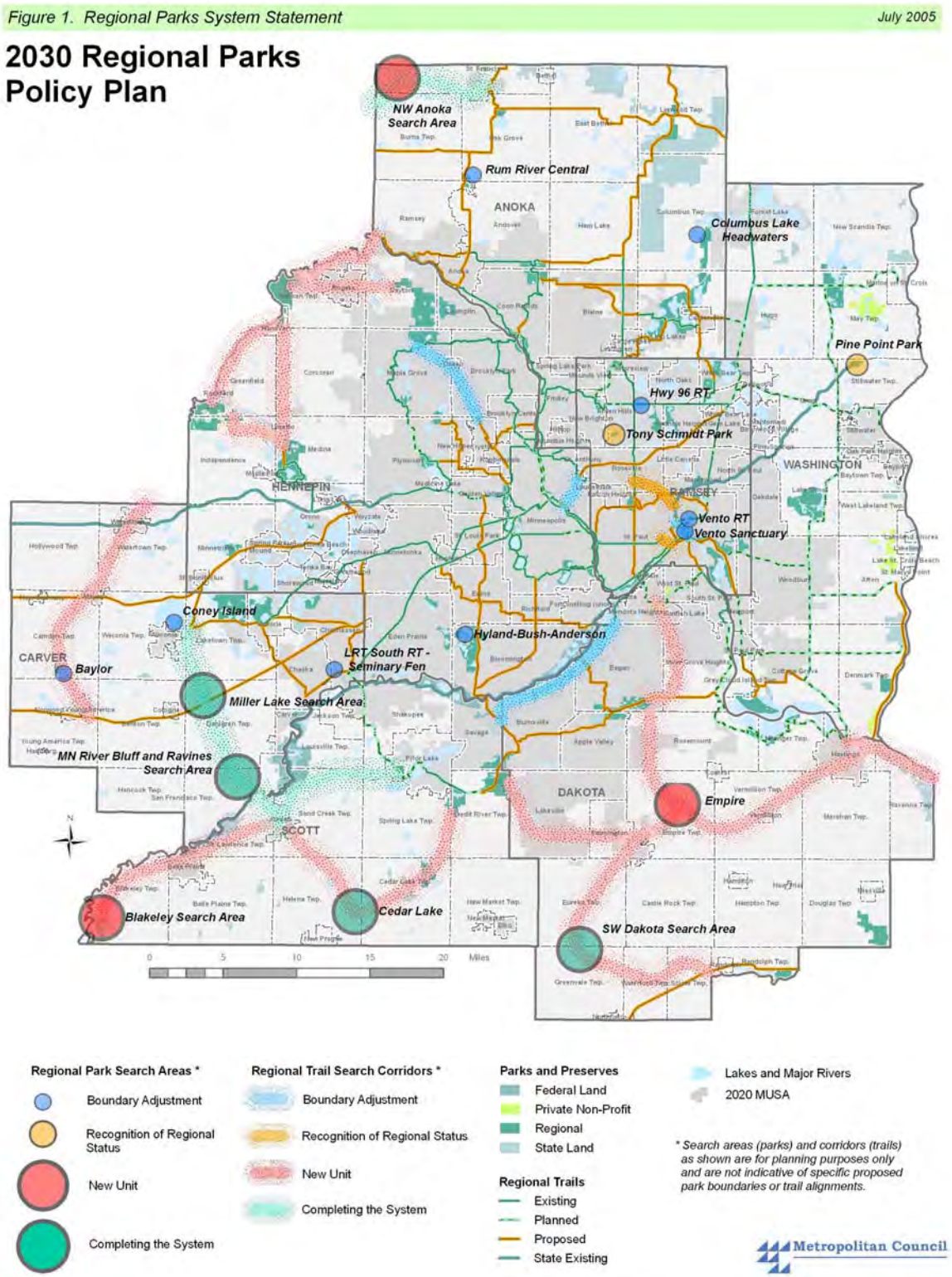
- ✓ **Acquire natural-resource lands adjacent to six existing parks and six existing trails.**

To meet the needs of the region beyond 2030, the Council proposes four new regional parks or reserves and three new trails be acquired. These parks and trails would not be developed until after 2030, but the opportunity to acquire them will likely be lost if the lands aren't identified and purchased before 2030. The goal is to complete the acquisition of the regional park system and secure opportunities for future generations. Search areas include:

- ✓ **Parks – Miller Lake area and Minnesota River Bluff and Ravines in Carver County; southwestern Dakota County; and Cedar Lake area in Scott County.**

- ✓ **Trails – northwestern Anoka County; central to south Carver County; and Minnesota River to Spring Lake in Scott County.**

Figure 1: All additions and changes to Regional Park System Plan



1. Regional Park System Plan Considerations Affecting Your Community

Regional parks and trails in your community

The following regional parks and trails within Lake Elmo as contained in the adopted *2030 Regional Parks Policy Plan* are listed below.

Table 1: Regional Parks and Trails in Lake Elmo

Regional Park or Trail Unit Name	Master plan boundary of unit is set. Comprehensive plan should acknowledge boundary	Master plan boundary is not set. Comprehensive plan should acknowledge general location with final boundary or alignment subject to park or trail master plan
Lake Elmo Park Reserve	X	
Washington County Greenway Regional Trail		X

Lake Elmo Park Reserve – It has an approved master plan that defines the boundaries of the park reserve. The park reserve boundaries as shown in Figure 2 should be acknowledged in the city's comprehensive plan. Jim Luger, Washington County Parks Director is the contact person for Washington County Regional Park facilities in the City of Lake Elmo. He can be reached at 651-430-4325.

Washington County Greenway Regional Trail - This proposed regional trail will connect the city of Hastings to Cottage Grove Regional Park, Lake Elmo Park Reserve and Big Marine Park Reserve. No master plan has been approved for it yet. The county will conduct a master planning process for this trail in the future. The county will include the City of Cottage Grove and others in this process. The general alignment of the trail as shown in Figure 2 should be acknowledged in the city's comprehensive plan. Jim Luger, Washington County Parks Director is the contact person for Washington County Regional Park facilities in Cottage Grove. He can be contacted at 651-430-4325.

State lands

The following state park and open space unit provides outdoor recreation opportunities and natural resource conservation for the public and is considered part of the regional recreation open space system. This facility as shown in Figure 2 should be acknowledged in the city's comprehensive plan.

- Gateway State Trail – Minnesota DNR

For more information about this DNR site, call 651-296-6157.

Figure 2 shows the location of all parks and trails listed above in Lake Elmo, plus any parks and trails adjacent to the city's border.

Figure 2: Map of Lake Elmo with regional parks and trails in and adjacent to the city