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## NOTICE OF MEETING

The City of Lake Elmo  
Planning Commission will conduct a meeting on  
**Monday, September 28, 2015 at 7:00 p.m.**

## AGENDA

1. Pledge of Allegiance
2. Approve Agenda
3. Approve Minutes
  - a. September 14, 2015
4. Public Hearings
  - a. None
5. Business Items
  - a. SYSTEM STATEMENT DISCUSSION. The Planning Commission will be discussing the 2015 System Statement and future Comprehensive Plan Updates that will be required by the release of the Statement.
6. Updates
  - a. City Council Updates – September 15, 2015 Meeting
    - i. Savona 3<sup>rd</sup> Addition Final Plat – Passed.
    - ii. Savona 3<sup>rd</sup> Addition Development Agreement – Passed.
  - b. Staff Updates
    - i. Upcoming Meetings:
      - October 12, 2015
      - October 26, 2015
  - c. Commission Concerns
7. Adjourn





**City of Lake Elmo  
Planning Commission Meeting  
Minutes of September 14, 2015**

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

**COMMISSIONERS PRESENT:** Dodson, Dorschner, Fields, Haggard, and Kreimer

**COMMISSIONERS ABSENT:** Larson, Williams and Griffin

**STAFF PRESENT:** Community Development Director Klatt, Contract Planner Gozola and Interim Administrator Schroeder

**Approve Agenda:**

The agenda was accepted as amended.

**Approve Minutes: August 24, 2015**

M/S/P: Dorschner/Haggard, move to approve minutes as amended, **Vote: 5-0, motion carried unanimously.**

**Business Item: Minor Subdivision – Kleis Family Farm**

Klatt began his presentation regarding the Kleis Family minor subdivision. This application is to create two new ten acre parcels, leaving approximately 34 acres with the original farmstead at 9130 55<sup>th</sup> Street Lane. Staff is recommending approval with 4 conditions. 1) Parkland dedication of \$3600 per buildable lot (\$7200) 2) future driveways for the lots be approved by the City Engineer 3) if required, applicant must obtain VBWD approval 4) minimum low floor elevation for lots must be depicted on surveys for building permits.

Tim Freeman, surveyor for project discussed the septic and watershed district issues. He stated that these would not pose a problem in the future.

M/S/P: Dorschner/Kreimer, Move to recommend approval of the Kleis Farmstead Minor Subdivision with draft findings and 4 conditions of approval, **Vote: 5-0 motion carried unanimously.**

**Presentation: Gateway Corridor**



Lyssa Leitner, Washington County, presented information regarding the metro Gold Line which is the eastern finger of the metro transit. The 1<sup>st</sup> question a company will ask is regarding the availability of transit. They have chosen to go with rapid transit which will have buses only lanes with 13 stations on the line. This is the safest, most efficient type of transit. This will operate from 5 am until midnight. This will not replace the express buses, but will operate in addition to them.

Dodson asked about the 8-15% return on investment. This return is made up of about 6 factors including, less wear and tear on roads, fuel, vehicles, etc. Dodson also asked about the perception that a train is better than bus. It was stated that the cost of the rapid transit is about half the cost. It will look similar to light rail with the lanes, but without the rails.

Dodson asked if there was anything in the works for Highway 36. Lyssa stated that it is in the works for the planning stages for 2016. They are waiting to see what happens when the bridge opens. Dodson also asked about the risk factors. Lyssa stated that there are risk analysis being undertaken by MnDOT & Met Council. There is a cost risk analysis as well.

Will, East Metro Strong, which has been in existence for about a year and a half. East Metro Strong is made up of a board of 3 counties, 4 Cities, 3 businesses and one non-profit. The goal of the partnership is in support of catalytic transit investment. This will make the eastern metro competitive and draws good economic development and supports the quality of life. They work in support of the many stakeholders and provide technical assistance.

Kreimer asked what the financial implications are to the City. Lyssa stated that there would be zero cost to the Cities budget to build and operate. Dodson asked what the deliverables from the study would be. Will stated that the report will state what types of land uses the corridor can support which will translate to what Lake Elmo can support as well, possibly using a balanced score card. The market study would take 3 months from when they start.

The Commission was supportive of contributing to the study as long as we get something back from it. Will stated that it is really targeted to Lake Elmo needs. Fields is concerned that we are looking at the Lake Elmo long term goals. This market study is looking out to 2040.

M/S/P: Dodson/Fields, move to recommend to the City Council that we move forward with the market study for the BRT, ***Vote: 5-0, motion carried unanimously.***

### **Public Hearing: Legends of Lake Elmo Concept Plan**



Gozola began his presentation regarding an application for an open space development concept plan on three unaddressed parcels totaling 110 acres to the North of 50<sup>th</sup> Street and to the South of the Sanctuary development. The concept plan includes 51 residential lots.

Gozola discussed some of the challenges with the site plan presented. These included the lack of buffers, the access spacing for the 3 lots to the south that front 50<sup>th</sup> Street, the difficulty with the park and the overall density. The Developer is asking for 3 main deviations that would require a 4/5 Council approval. Those are 1) the density from 40 units to 51 units 2) the lack of buffer setbacks 3) lot design. As far as the development, a very important part would be connections to the east and to Linden Avenue. This would provide not only secondary access to Legends, but also to Sanctuary. The access spacing on 50<sup>th</sup> street also needs to be looked at to limit access to 50<sup>th</sup> Street. There were infrastructure issues talked about as well as phasing options.

Fields asked about the buffers. Gozola confirmed that they are not meeting the buffers. Haggard asked about the 20% bonus. Gozola confirmed that the bonus only applies to PUD's, which this is not.

Todd Erickson, project engineer for Legends, answered some of the Commissioners questions. He stated that they are requesting the additional lots in exchange for an extensive trail system which connects the other developments and winds throughout the development. There was a discussion about the different types of sewer systems.

Public Hearing opened at 9:40 pm

Amy Vanderhoff, 11384 50<sup>th</sup> Street, she supports a housing development, however, would like to see them follow the codes. She is very concerned about the 3 lots to the south that would have a shared driveway. Klatt stated that a shared driveway would need to be evaluated and approved with this project.

Sue Hicks, concerned with the construction access, which seems to have been addressed and also with the lack of buffering.

Austin Anderson, President of Sanctuary HOA, he is concerned with the lack of buffer zones. He would like to see the park in the outlot F area which has been talked about in the past.

Michelle Chickett, 5711 Linden, concerned with the lack of a buffer. Concerned that this development will use Sanctuary as a cut through to 36. She would like to see only the 40 homes allowed by code and would not like to see any other deviations from code. Concerned that the developer will not be held to development agreement as has happened in the past.



Klatt stated that we have much more stringent development contracts in place which have more strict rules for the release of development securities. This will protect the development.

Pam Chickett, 5711 Linden Ave, she is concerned with the streets in Sanctuary. The quality is already poor and adding additional traffic will continue to degrade them. Their neighborhood should not be a cut through to Hwy 36. She also is concerned with the park. She feels that the park in Sanctuary was intended to be a neighborhood park and not a park that people came from other neighborhoods to use.

Tricia Giese, 5805 Linden Ave N, there are numerous children on Linden Ave and is concerned with people using Linden to access 36. She is wondering if the access to 36 could be changed to have a right and left hand turn lane as having Linden go through will add a lot of traffic at rush hour time.

Ben Backberg, 5693 Linden Ave N, has an issue with where the park was moved. He has a problem with the deviation on the number of lots. Would like to see the development staged to start along 50<sup>th</sup> street.

Suzanne Meyers, 11711 56<sup>th</sup> Street, would like to see the road and cul-de-sac by her home moved and would like to see buffers.

Joe Weber, 11649 56<sup>th</sup> Street, there is no buffer from the road to his lot. There is an expectation that there would not be a road that close to their property. He was told by developer when he purchased his home that Linden Trail was never intended to be a through street. Klatt stated that the connection is shown in the 2005 Comprehensive Plan.

Mayor Mike Pearson, 2805 Lisbon Ave, was wondering which council members the developer had talked to about moving the park.

Carolyn Carey, 5701 Linden Ave, was told by developers that the road would not extend outside development. Would not expect to access Legends by road, but by trail only. She would like to see all of the infrastructure completed before homes are allowed to be built.

Lisa Pilla, 11693 56<sup>th</sup> Street, asked Klatt about how the code applies to buffers. Klatt stated that there is a 100 foot buffer for roads and structures from OP to OP. She would request that the reduction be denied. She would request extensive landscaping.

Correspondence was received from the Hecker's with updated statements regarding additional homes and the buffering.



Correspondence was also received from Greg & Amy Sainsbury that was similar to comments already stated.

Public Hearing closed at 10:30 pm

Klatt stated that a number of years ago, the City went through and re-evaluated buffer setbacks. Most of the projects ended up having exceptions to the buffers. Sanctuary is one of the developments that had an exception to buffer setbacks.

Dorschner asked which council members the developer talked to about the park. Landucci stated that he did not speak to all of the Council members, but did have discussions. He does not like Community Septic Systems. He does not think it is good to rely on the HOA to manage them. He feels setbacks are an issue & phasing should start at 50<sup>th</sup> Street. He feels number of units should meet the code and the trails might not be manageable.

Haggard is concerned that Sanctuary Park is a public Park and might not be accessible. She likes where the Legends Park is on current plan as it will be accessible. Is concerned about the upkeep of trails and would like Park Commission input on them. Not a fan of the increased density and the buffering is a concern.

Fields is impressed with the overall quality of the development, but feels it was done in a way to maximize the return to the developer. Is not in favor of the current design and is not in favor of deviating from the City standards.

Kreimer likes a lot of things about the development, but sees no reason to go above the City standard for density as this is not a PUD. Wants the buffers adhered to and would like to ensure the construction traffic comes in off of 50<sup>th</sup> Street.

Landucci stated that without the wetlands, 51 units would be allowed on 110 acres. 40 lots is not enough for this large of a piece of property and the wetlands are not considered in the calculation for open space. Dodson stated that is not a good argument as it is part of the code.

Dodson asked about the MPCA comments regarding the septic system. Gozola stated that the MPCA would review and have to give approval if this moves forward. Klatt discussed community vs. individual septic systems. Dodson feels that there are too many homes to meet the spirit of the OP ordinance. He is concerned with the 3 lots to the south with the proposed shared driveway. He wants the park Commission to check in on this development. He wants to see the phasing changed to start with 50<sup>th</sup> and feels that eventually, Linden needs to go through.



Haggard stated that this concept plan is close to being what they want and this development will be a highly desirable neighborhood for Lake Elmo. She just has a problem with the deviations.

M/S/P: Dorschner/Fields, move to recommend denial of the Concept plan based on the discussions regarding density being too high, lack of buffer zones being met, and phasing in reverse order, **Vote: 5-0, motion carried unanimously.**

#### **Council Updates – September 1, 2015 Meeting**

1. Village Park Preserve Final Plat Extension – Passed.
2. Zoning Text Amendment – Commercial Wedding Ceremony Venue Ordinance – Passed.
3. Inwood 2<sup>nd</sup> Addition Final Plat – Passed.
4. Savona 3<sup>rd</sup> Addition Final Plat – Tabled.
5. NE Metro 916 Intermediate School District Final Plat and Preliminary and Final PUD Plans – Passed.

#### **Staff Updates**

1. Upcoming Meetings
  - a. September 28, 2015
  - b. October 12, 2015

#### **Commission Concerns**

The Commission is concerned about a number of factors regarding the community septic systems. They would like to discuss in the future if the City should move away from allowing OP and possibly going to 2 ½ acre lots. Klatt stated that this discussion should be had as a broader planning issue when looking at the comprehensive plan.

Haggard would like feedback from the Park Commission regarding trails, particularly from a maintenance and standard standpoint. She would also like information regarding when the Parks Commission looks at a development plan. They go to Planning Commission first as they are the Land Use body.

Dodson asked when the Legends Concept plan would go to Council. It will go to Council probably on October 6<sup>th</sup> or 7<sup>th</sup>. They discussed the differences between tabling and denying an application.

Meeting adjourned at 11:15 pm

Respectfully submitted,



Joan Ziertman  
Planning Program Assistant

DRAFT





PLANNING COMMISSION

DATE: 9/28/15

AGENDA ITEM: 5A – BUSINESS ITEM

CASE # N/A

ITEM: Met Council 2015 System Statement and Comprehensive Plan Update Discussion

SUBMITTED BY: Kyle Klatt, Community Development Director

REVIEWED BY: Clark Schroeder, Interim City Administrator

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### **SUMMARY AND ACTION REQUESTED:**

The Metropolitan Council has recently released the 2015 Systems Statements for Communities across the Twin Cities Metropolitan area, including Lake Elmo. The release of the System Statement marks the beginning of the process to update the City's Comprehensive Plan, and officially starts the review deadline for submitting an updated plan. The System Statement was received by the City on September 17, 2015, and Lake Elmo is required to submit a Comprehensive Plan Update to the Met Council within three years of this date. As part of this process, the Met Council has specified a submission deadline of December 31, 2018. The exact wording from the Metropolitan Land Planning Act concerning the City's receipt of the Statement is as follows:

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

The Planning Commission is being asked to review the Systems Statement and provide feedback to Staff concerning any issues that should be addressed as the City begins to prepare for its 2040 Comprehensive Plan Update.

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### **STAFF REVIEW:**

The Systems Statement document contains several sections that relate to the City's Comprehensive Plan, and the Plan will need to be updated in order to comply with the various elements of the Statement. The most important part of the document for Lake Elmo is the first five pages, which include the regional designation of the City along with the updated forecasts for housing, population, and employment and the City's affordable housing need allocation. The two charts that summarize these numbers are as follows:



### Thrive 2040 population, households and employment for Lake Elmo:

	2010 (actual)	2014 (est.)	2020	2030	2040
Population	8,061	8,594	10,500	14,100	18,200
Households	2,776	2,865	3,800	5,300	7,100
Employment	1,941	2,366	2,900	3,350	3,800

### Lake Elmo's Share of Low and Moderate Income Housing:

#### Affordable Housing Need Allocation for Lake Elmo

At or below 30% AMI	27
31 to 50% AMI	179
51 to 80% AMI	302
<b>Total Units</b>	<b>508</b>

(In this chart, AMI stands for area median income)

As the Planning Commission has discussed during recent meetings, the revised 2040 numbers represent a fairly significant drop from the previous forecast and the projections used in the City's Comprehensive Plan (24,000 population and 8,727 households). In addition, the City Council has adopted an interim ordinance with the intent of studying ways to bring the City's Comprehensive Plan into conformance with the updated forecast. Due to the rapid pace of growth within the community over the past two years, Staff is recommending that the City consider an interim comprehensive plan amendment that will make adjustments to the population and household numbers prior to working on the 2040 update. The latter section of this report includes some recommendations for various ways to approach this amendment.

Beyond the initial forecast section, the Systems Statement includes a section on transportation, water resources and parks. The most important issues that the City will need to address in the Comprehensive Plan update in these other areas are as follows:

- The inclusion of the Gold Line in the Met Council's 2040 Transportation Policy Plan. The System Statement notes that Lake Elmo should identify potential stations along planned transitways (once identified) and adopt guiding land use policies, station-area plans, and associated zoning, infrastructure, and implementation tools that support future growth around transit stations consistent with Chapter 3 - Land Use and Local Planning from the TPP and consistent with the project phase of development. Some of this initial planning work will be considered with the planning assistance being provided by East Metro Strong and Washington County.
- Management of subsurface sewage treatment systems. The City will be required to adopt a management program for subsurface treatment system, and as part of its long range planning, identify opportunities to address existing and potential problem areas. Of particular concern will be areas within the City on community systems, areas that are or are expected to see individual system failures, or potential environmental issues due to subsurface systems that should be addressed in the plan.



- The integration of the regional trail system with the local parks and trails plan. The Parks Commission has discussed preparing an update to the City's trail system plan, and the City will be required to integrate the regional plan into this work. The Central Greenway Regional Trail as identified in the regional park plan will need to be acknowledged in the City's update.

## **INTERIM AMENDEMENT**

As a follow-up to the population and household projection discussion from the Planning Commission's August 24<sup>th</sup> meeting, Staff is proposing that the Commission consider several scenarios in order to further consider and debate the most appropriate manner in which to plan against the final 2040 Systems Statement. In order to initiate this conversation, Staff would suggest the following alternatives, all of which could be compared against the current Comprehensive Plan forecast:

- 1) Keep all rural development areas at the current household projection and reduce households evenly across all sewer areas.
- 2) Keep all rural development areas at the current household projection and target household reductions within either the I-94 corridor or Village planning area.
- 3) Reduce households within rural development areas and reallocate these units to sewer development areas.
- 4) Increase the amount of households allocated to rural areas and reduce those allocated to sewer districts.
- 5) Concentrate all future growth around transit corridors and minimize households in all other areas.

Staff will be reviewing these suggested scenarios with the Planning Commission at its meeting and, as this is a discussion item, Staff will be presenting additional information at the meeting for further consideration.

## **RECOMMENDATION:**

Staff recommends that the Commission consider the above discussion points at the meeting and provide any direction to Staff at that time.

## **ATTACHMENTS:**

1. 2015 System Statement for Lake Elmo

## **ORDER OF BUSINESS:**

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



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



# 2015 SYSTEM STATEMENT

System Statement Issue Date:



# 2015 SYSTEM STATEMENT FOR CITY OF LAKE ELMO

September 17, 2015

## Regional Development Plan Adoption

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

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

## System Statement Definition

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

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

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

## What is in this System Statement

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

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



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

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

## **Dispute Process**

If your community disagrees with elements of this system statement, or has any questions about this system statement, please contact your Sector Representative, Ryan Garcia, at 651-602-1832, to review and discuss potential issues or concerns.

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

## ***Request for Hearing***

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



## Regional Development Guide

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



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

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

### Community Designation

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

*Thrive* identifies Lake Elmo with the community designations of Emerging Suburban Edge and Rural Residential (Figure 1).

Emerging Suburban Edge communities include cities, townships and portions of both that are in the early stages of transitioning into urbanized levels of development. Emerging Suburban Edge communities are expected to plan for forecasted population and household growth at average densities of at least 3-5 units per acre for new development and redevelopment. In addition, Emerging Suburban Edge communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the *2040 Transportation Policy Plan*.

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 these communities have topographical development limitations and a development pattern with lot sizes that generally range from 1-2.5 units per acre. Rural Residential communities are expected to discourage future development of rural residential patterns and where opportunities exist, plan for rural development at densities that are not greater than 1 unit per 10 acres.



Specific strategies for Emerging Suburban Edge communities and Rural Residential communities can be found on Lake Elmo's [Community Page](#) in the [Local Planning Handbook](#).

## Forecasts

The Council uses the forecasts developed as part of *Thrive* to plan for regional systems. Communities should base their planning work on these forecasts. Given the nature of long-range forecasts and the planning timeline undertaken by most communities, the Council will maintain on-going dialogue with communities to consider any changes in growth trends or community expectations about growth that may have an impact on regional systems.

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

	2010 (actual)	2014 (est.)	2020	2030	2040
Population	8,061	8,594	10,500	14,100	18,200
Households	2,776	2,865	3,800	5,300	7,100
Employment	1,941	2,366	2,900	3,350	3,800

## Housing Policy

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

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

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

Lake Elmo's share of the region's need for low and moderate income housing is 508 new units affordable to households earning 80% of area median income (AMI) or below. Of these new units, the need is for 27 affordable to households earning at or below 30% of AMI, 179 affordable to households earning 31% to 50% of AMI, and 302 affordable to households earning 51% to 80% of AMI.

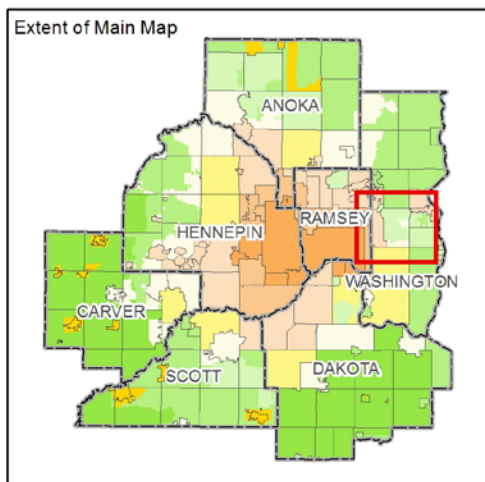
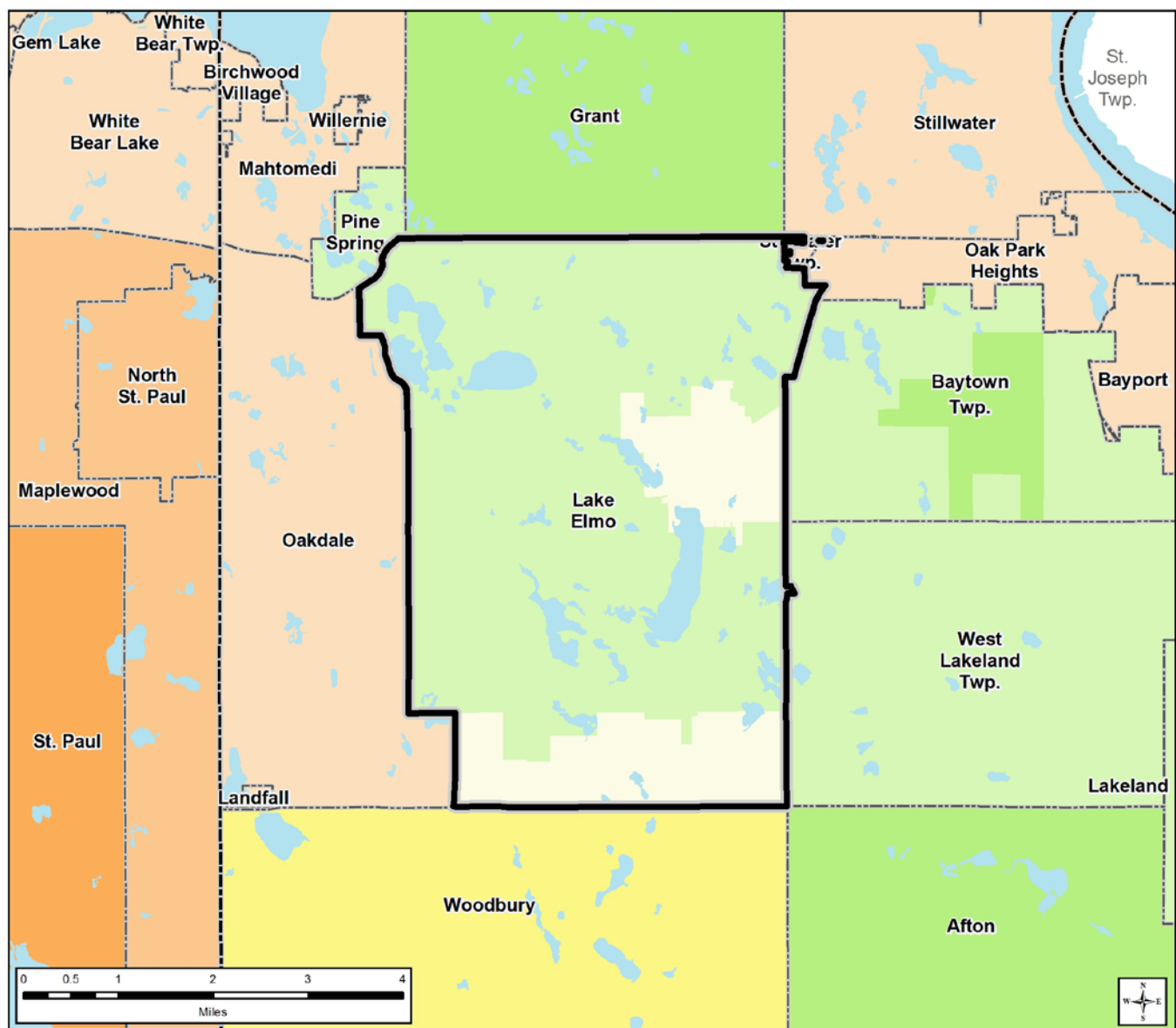
### Affordable Housing Need Allocation for Lake Elmo

At or below 30% AMI	27
31 to 50% AMI	179
51 to 80% AMI	302
<b>Total Units</b>	<b>508</b>

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



Figure 1. Lake Elmo Community Designation



### Community Designations

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

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



# TRANSPORTATION SYSTEM STATEMENT

*City of Lake Elmo*

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

## Federal Requirements

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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



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

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

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

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

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

### **Other Plan Changes**

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

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



## Freight - Chapter 8

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

## System Plan Considerations Affecting Your Community

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

### Metropolitan Highways

There are two principal arterials located within the Lake Elmo: I-94 and TH 36. The *TPP* does not identify any specific regional mobility improvements on this highway although maintenance and preservation investments will be made on all highways.

### Transit System

Lake Elmo includes the following Transit Market Areas:

Transit Market Area	Market Area Description and Typical Transit Services
<b>Market Area IV</b>	Transit Market Area IV has lower concentrations of population and employment and a higher rate of auto ownership. It is primarily composed of Suburban Edge and Emerging Suburban Edge communities. This market can support peak-period express bus services if a sufficient concentration of commuters likely to use transit service is located along a corridor. The low-density development and suburban form of development presents challenges to fixed-route transit. General public dial-a-ride services are appropriate in Market Area IV.
<b>Market Area V</b>	Transit Market Area V has very low population and employment densities and tends to be primarily Rural communities and Agricultural uses. General public dial-a-ride service may be appropriate here, but due to the very low-intensity land uses these areas are not well-suited for fixed-route transit service.

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



## Transitways

### *Current Revenue Scenario Transitways*

Lake Elmo should acknowledge in your local comprehensive plan the transitway investments planned for your community in the Current Revenue Scenario (*TPP* Figure 6-8). Lake Elmo includes the Gold Line with a mode and alignment adopted in the *TPP*.

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

### *Increased Revenue Scenario Transitways*

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

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

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

## Aviation

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

Lake Elmo is within the influence area of Lake Elmo Airport. The long term comprehensive plan (LTCP) for this airport shown in Appendix K of the 2040 *TPP* has not changed from the LTCP included in the 2030 *TPP* adopted by the Metropolitan Council in 2010. However, updated LTCP's are anticipated prior to 2018. Communities influenced by this airport should review the LTCP to assure that the updated comprehensive plan developed by the community remains consistent with the airport plans. Consult



the [Local Planning Handbook](#) for specific comprehensive planning requirements and considerations such as airport zoning, noise and other environmental mitigation, airport development and economic impacts, ground access needs, infrastructure requirements, and general land use compatibility.

## Other Plan Considerations

### *Regional Bicycle Transportation Network*

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

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

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

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

### *A Minor System / Functional Classification*

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

### *Freight*

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





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







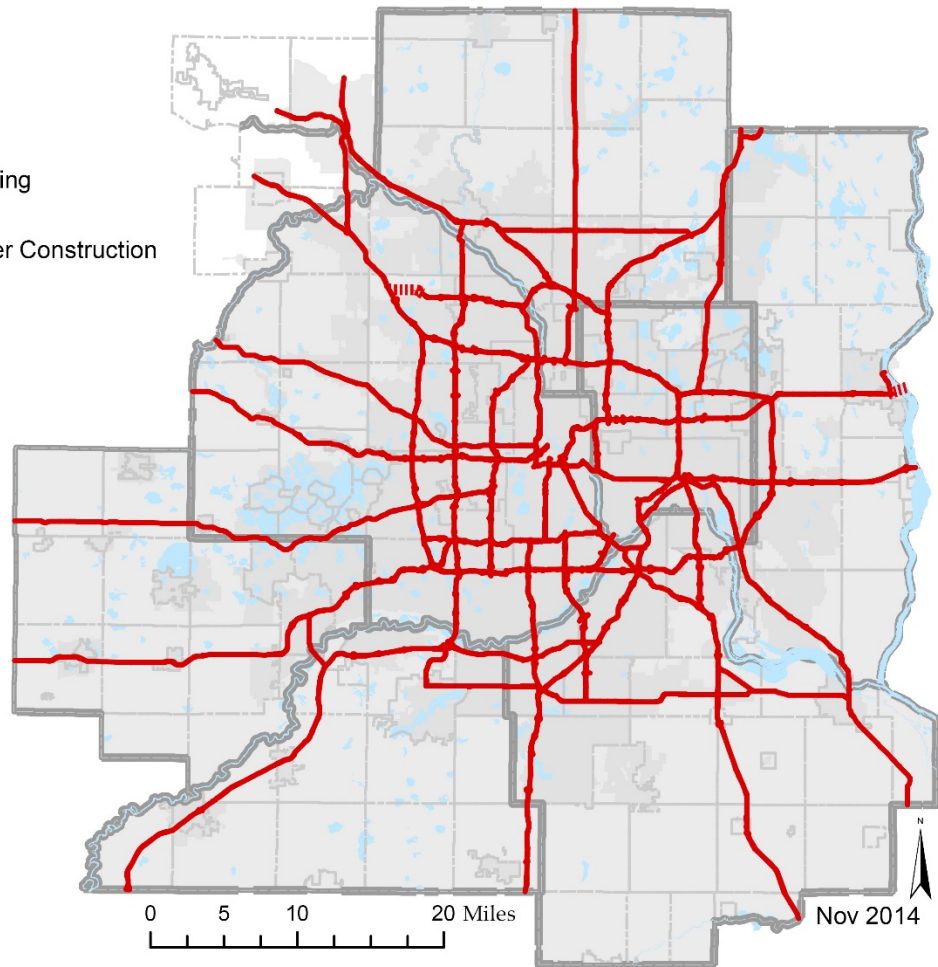
Figure 1-1 of the TPP

## Principal Arterials

-  Principal Arterial - Existing
-  Principal Arterial - Under Construction

### Reference Items

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



2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL

Figure 1-1





Figure 1-2 of the TPP

## Functional Class Roads

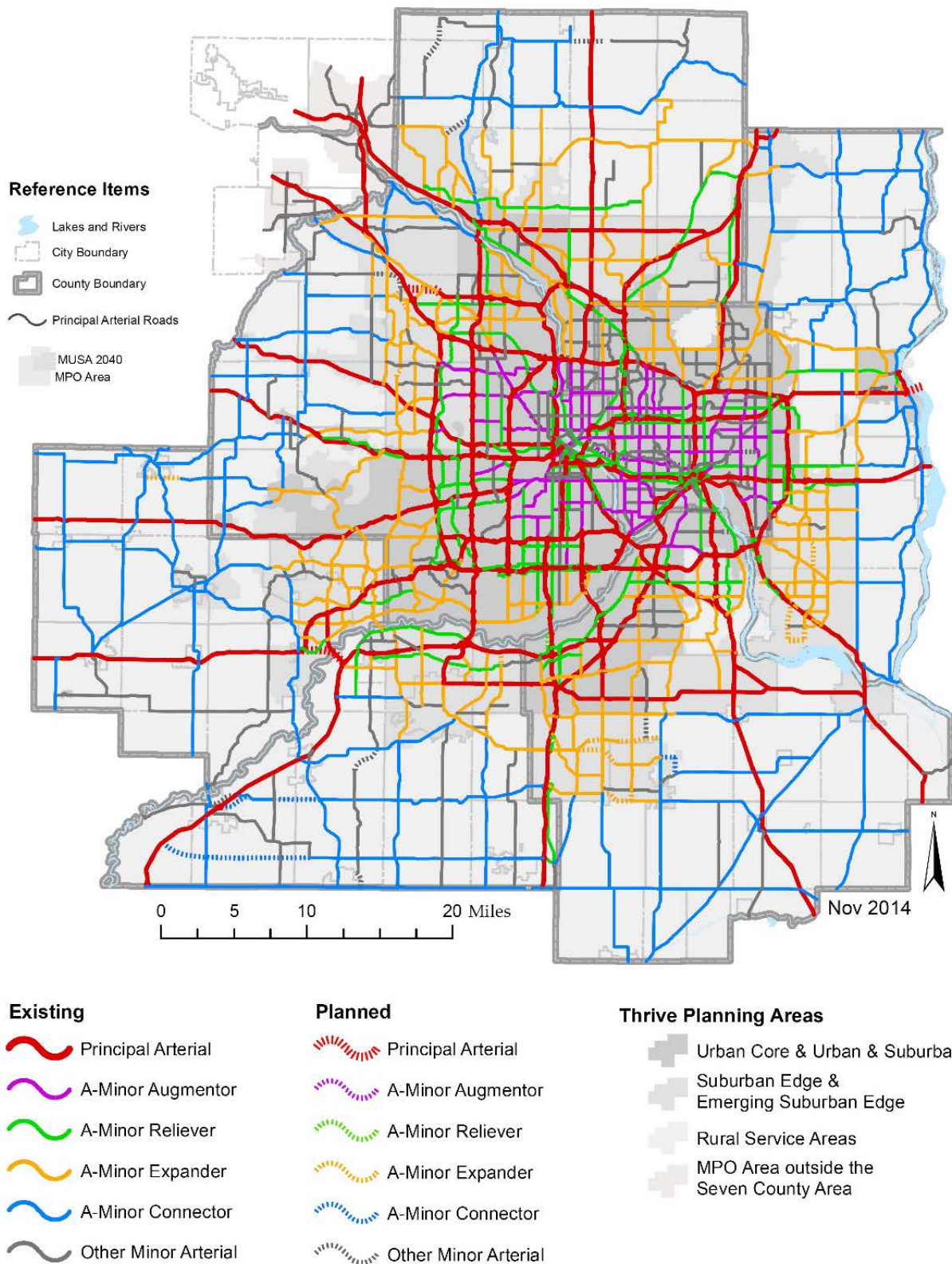




Figure 5-8 of the TPP

## Identified Projects\* in Highway Current Revenue Scenario

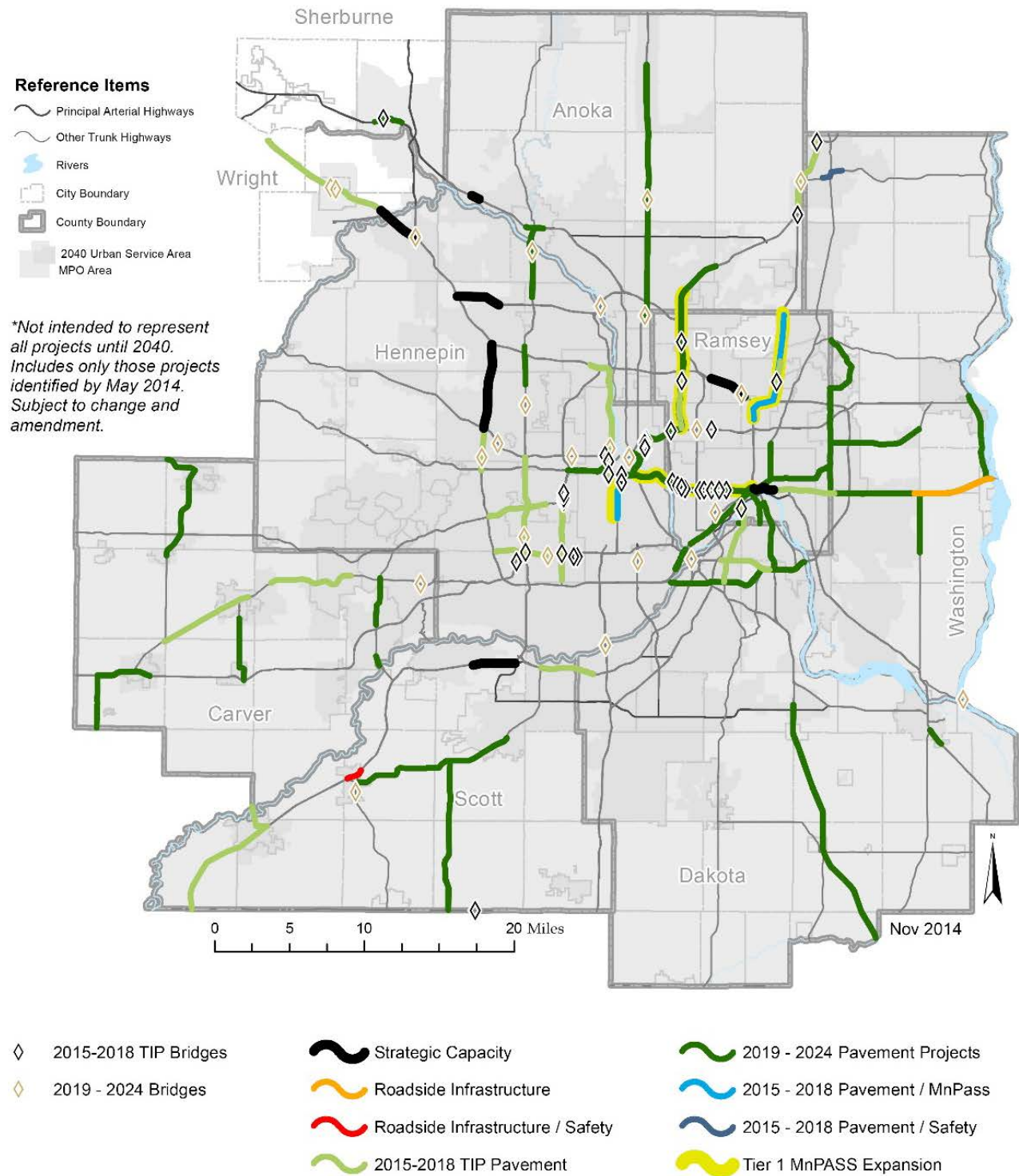




Figure 6-3 of the TPP

## Transit Market Areas

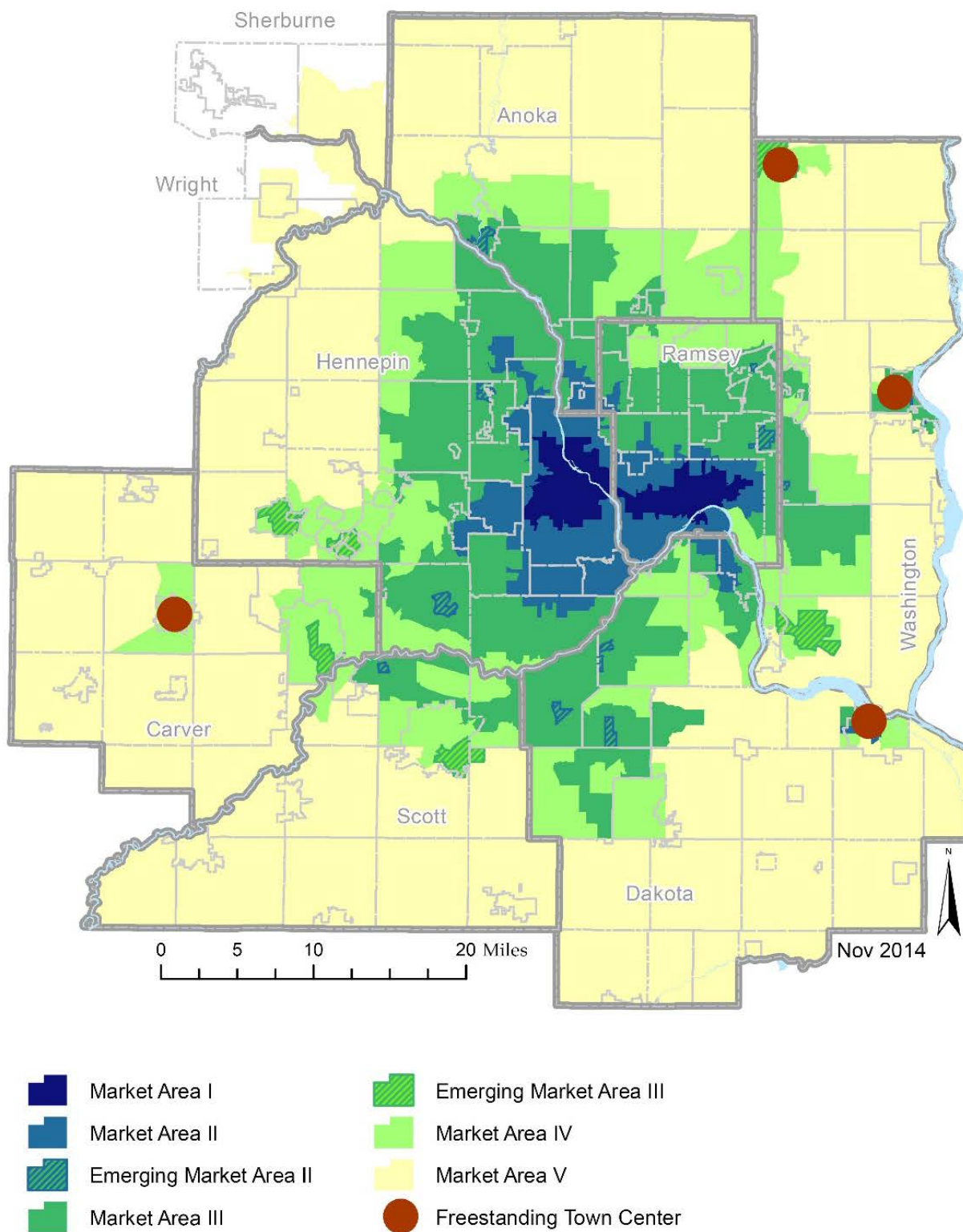




Figure 6-8 of the TPP

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

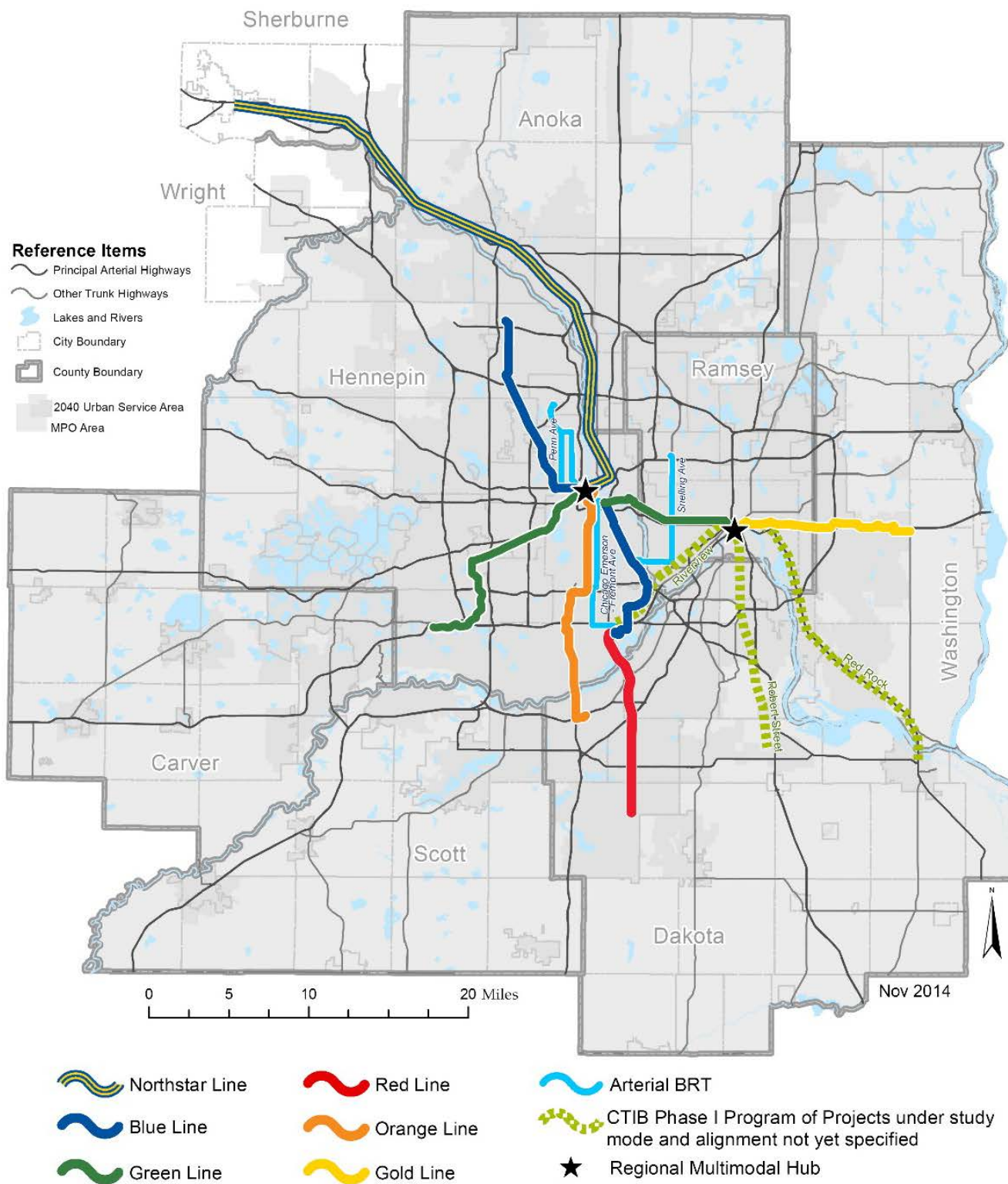
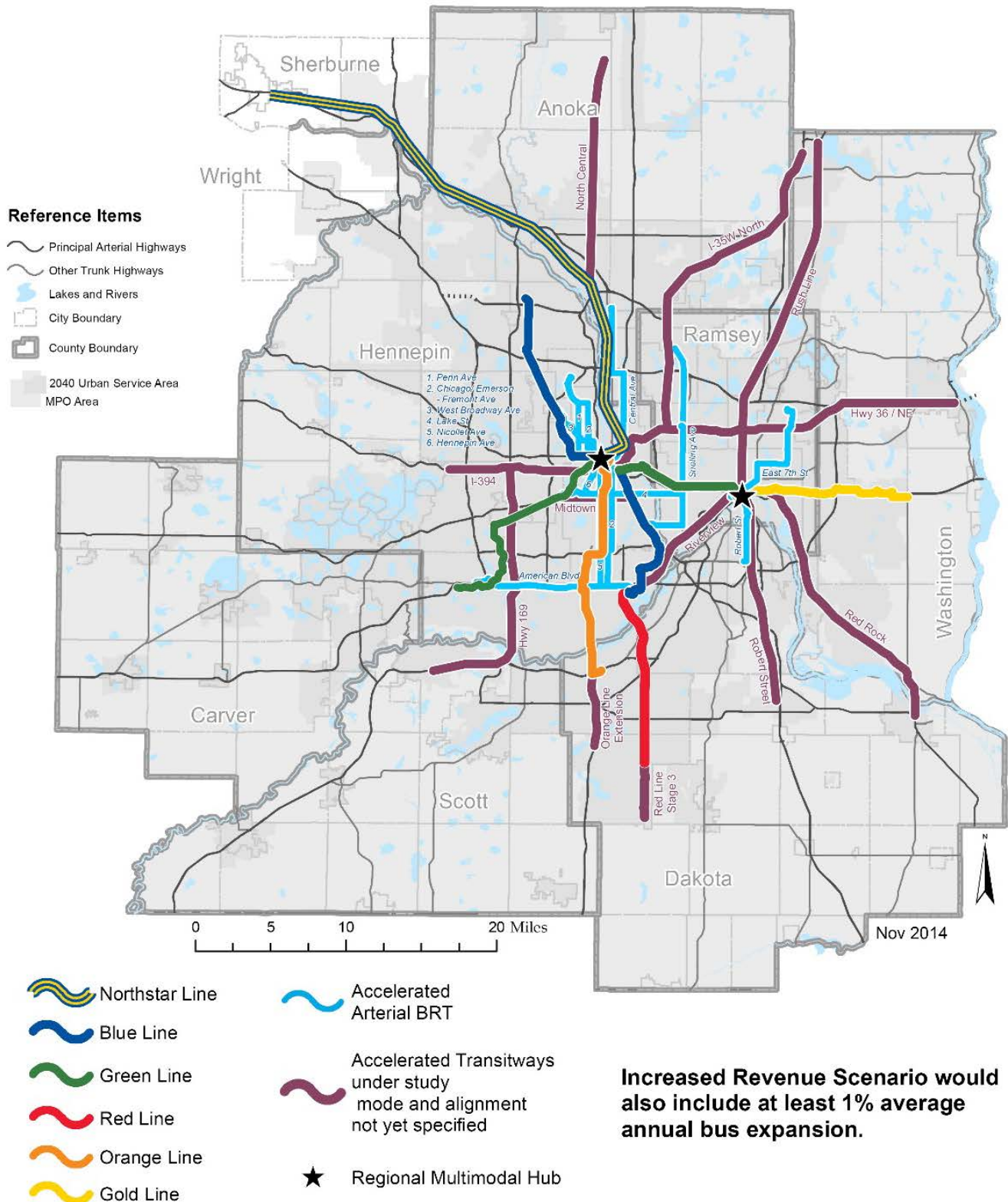




Figure 6-9 of the TPP

## Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision



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



Figure 7-1 of the TPP

## Regional Bicycle Transportation Network Vision

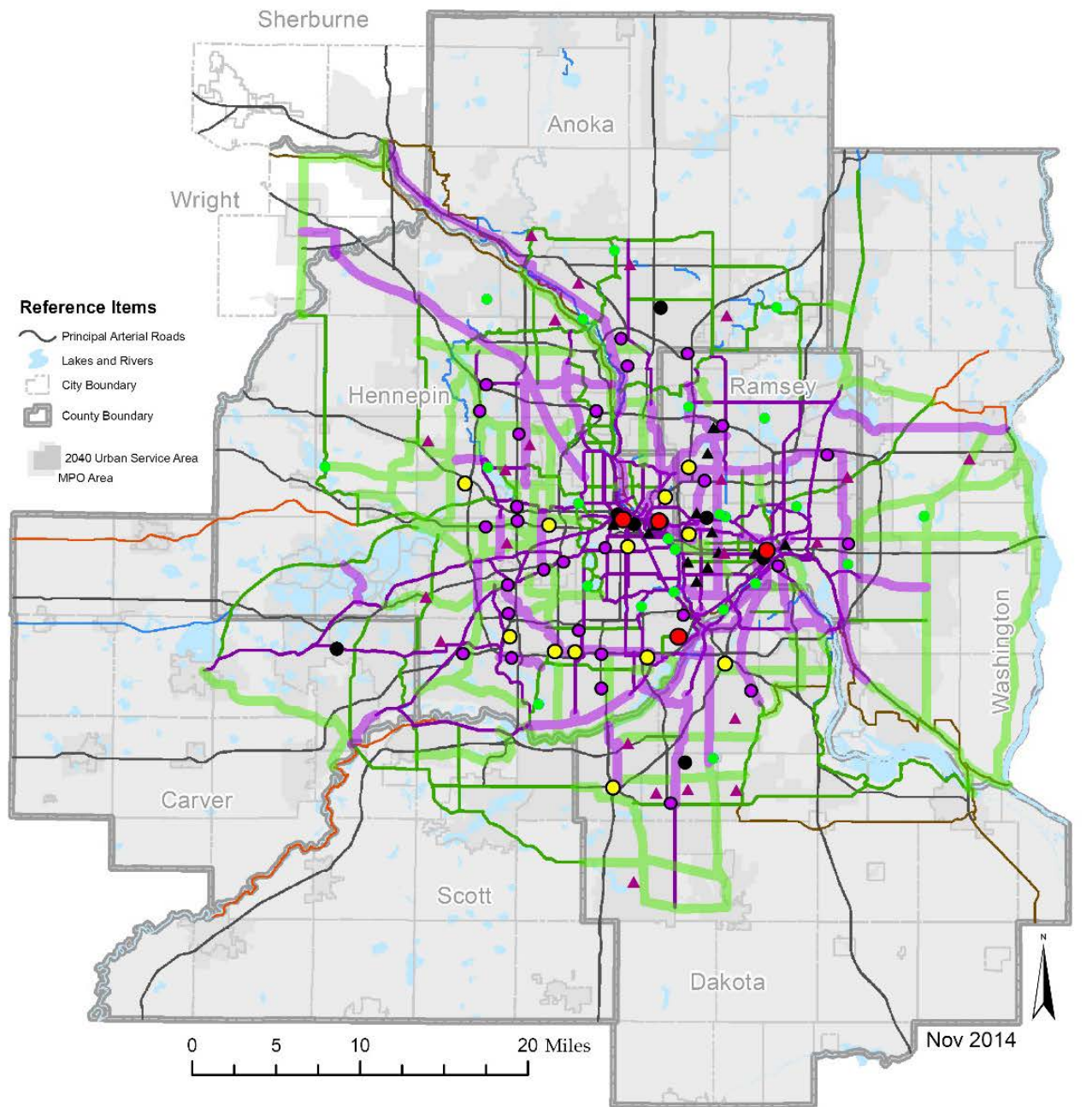




Figure 8-1 of the TPP

## Metropolitan Freight System

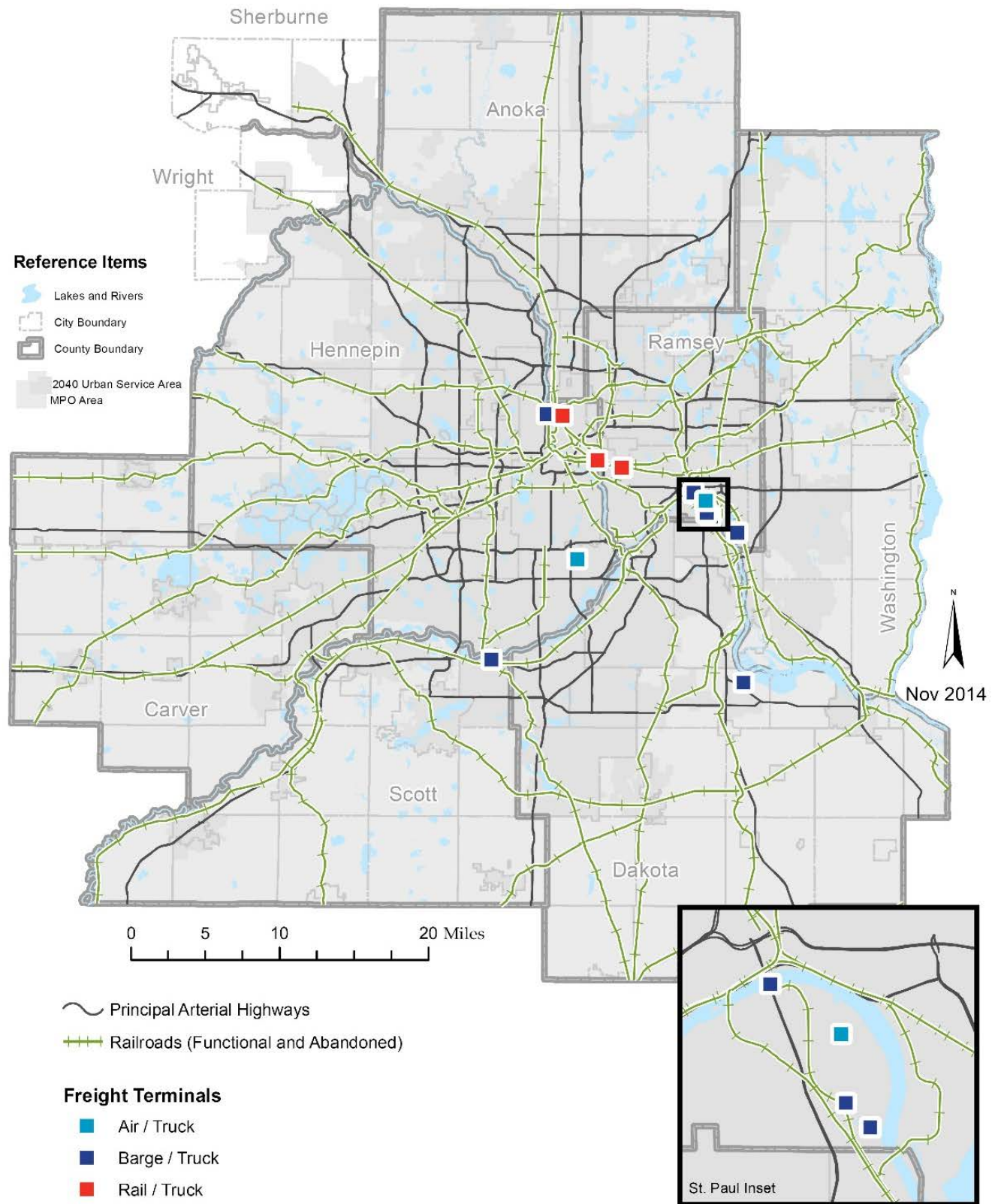
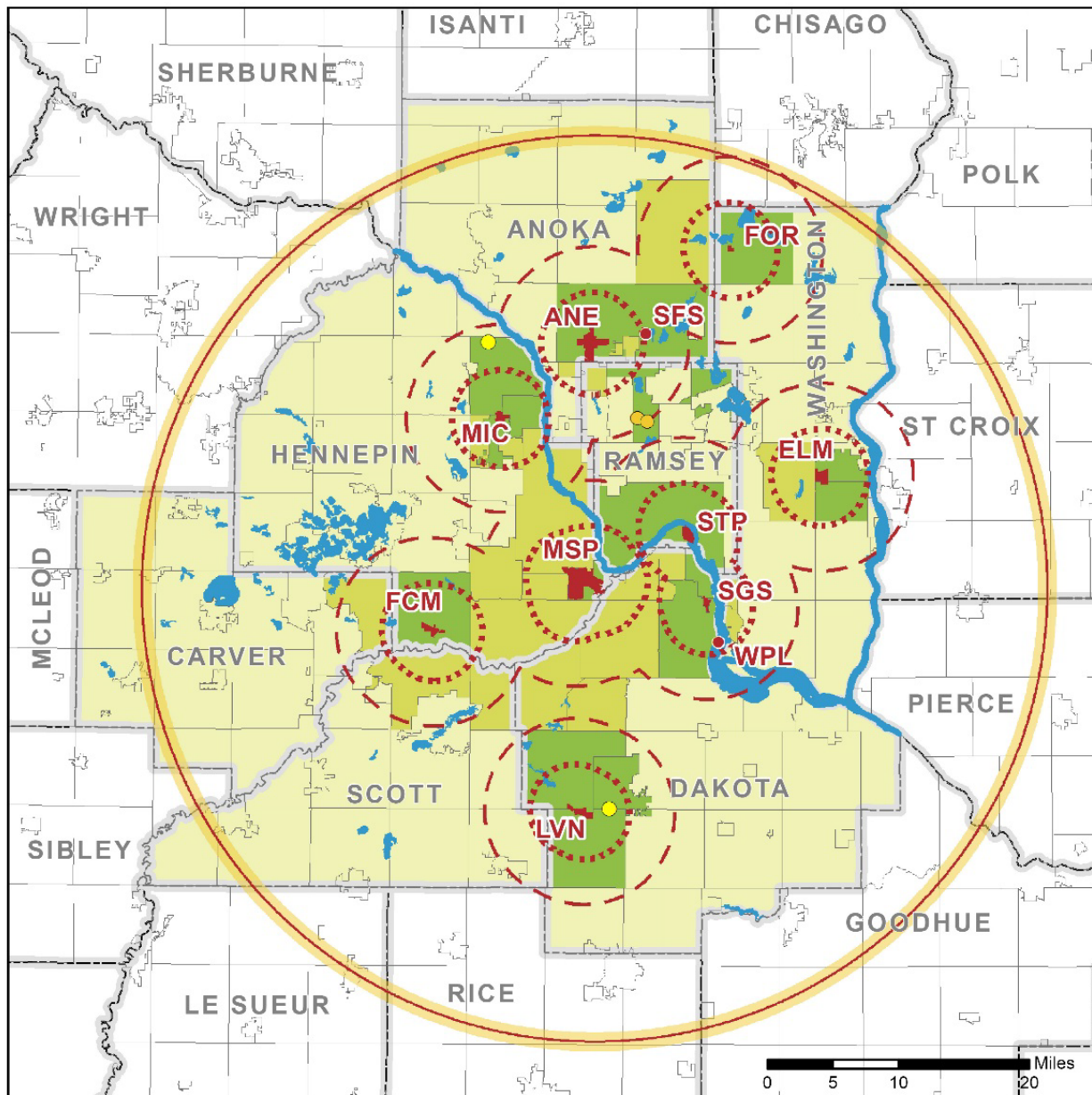


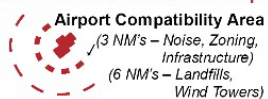


Figure 9-1 of the TPP

## Airport Service Areas



### Public Owned Public Use Airport



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

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

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

**FCM** Flying Cloud Airport

**MIC** Crystal Airport

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

**LVN** Airlake Airport

**FOR** Forest Lake Airport

### Privately Owned Public Use Airport

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

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



**Permitted Seaplane Surface Waters** (Rice Lake only)

**VOR Protection Zone**

**Tall Tower Areas**

**Aviation Facility Located in Community**

**Community Directly Affected by Facility(s)**

**General Airspace Notification/Protection**



# WATER RESOURCE REQUIREMENTS/ WASTEWATER SYSTEM STATEMENT

*City of Lake Elmo*

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

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

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

The Policy Plan includes policies and strategies to:

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

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

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

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



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

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

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

## System Plan Considerations Affecting Your Community

### *Metropolitan Sewer Service*

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

### Forecasts

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

The Council will use these growth and wastewater flow forecasts to plan future interceptor and treatment works improvements needed to serve your community. The Council will not design future interceptor improvements or treatment facilities to handle peak hourly flows in excess of the allowable rate for your community. 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. The Council will use its judgment as to where to assign growth within your community to determine regional system capacity adequacy. If Lake Elmo wishes to identify specific areas within the community to concentrate its growth, it should do so within its Comprehensive Sewer Plan.

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



## Description of the Metropolitan Disposal System Serving Your Community

Figure 1 shows the location of the Metropolitan Disposal System (MDS) serving your community. Wastewater flow from Lake Elmo is treated at both the Metropolitan WWTP and the Eagles Point WWTP.

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

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

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

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

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

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

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. Specific requirements for the local comprehensive plan can be found in the [Local Planning Handbook](#).

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



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

## *Surface Water Management*

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

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

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

In addition, the Council has also updated its priority lake list that was first developed in the 1980s as part of the *Water Resources Policy Plan* update. Figure 2 shows the priority lakes for 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.

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

## **Other Plan Considerations**

### *Water Supply*

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

### **FOR COMMUNITIES WHO OWN/OPERATE A PUBLIC WATER SUPPLY SYSTEM:**

Because your community owns/operates a municipal community public water supply system (PWS), the local water supply plan must be updated as part of the local comprehensive plan (Minn. Stat., Sec. 103G.291).



**The updated local water supply plan should include information about your community along with information about any neighboring communities served by your system.**

You should update your local water supply plan upon notification by DNR. Local water supply plan due dates will be staggered between January 1, 2017 and December 31, 2018. Your updated local water supply plan should be submitted to the DNR. DNR will share the plan with the Council, and it will be reviewed concurrently by both agencies. This schedule allows the local water supply plans to be completed and included in the local comprehensive plan.

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

The water supply plan template fulfills multiple statutory obligations including:

- Minn. Stat., Sec. 103G.291 to complete a water supply plan including demand reduction
- Minn. Stat., Sec. 473.859 to address water supply in local comprehensive plans
- Minn. Administrative Rules 4720.5280 to address contingency planning for water supply interruption

The plan must be officially adopted by your community, and if applicable the utility board, as part of the local comprehensive plan.

At a minimum, the updated local water supply plan must use the joint DNR and Metropolitan Council template and include water demand projections that are consistent with the community's population forecast provided in the introductory section of this system statement. Potential water supply issues should be acknowledged, monitoring and conservation programs should be developed, and approaches to resolve any issues should be identified.

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

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

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

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



Figure 1. MCES Sanitary Sewer Meter Service Areas

## City of Lake Elmo, Washington County

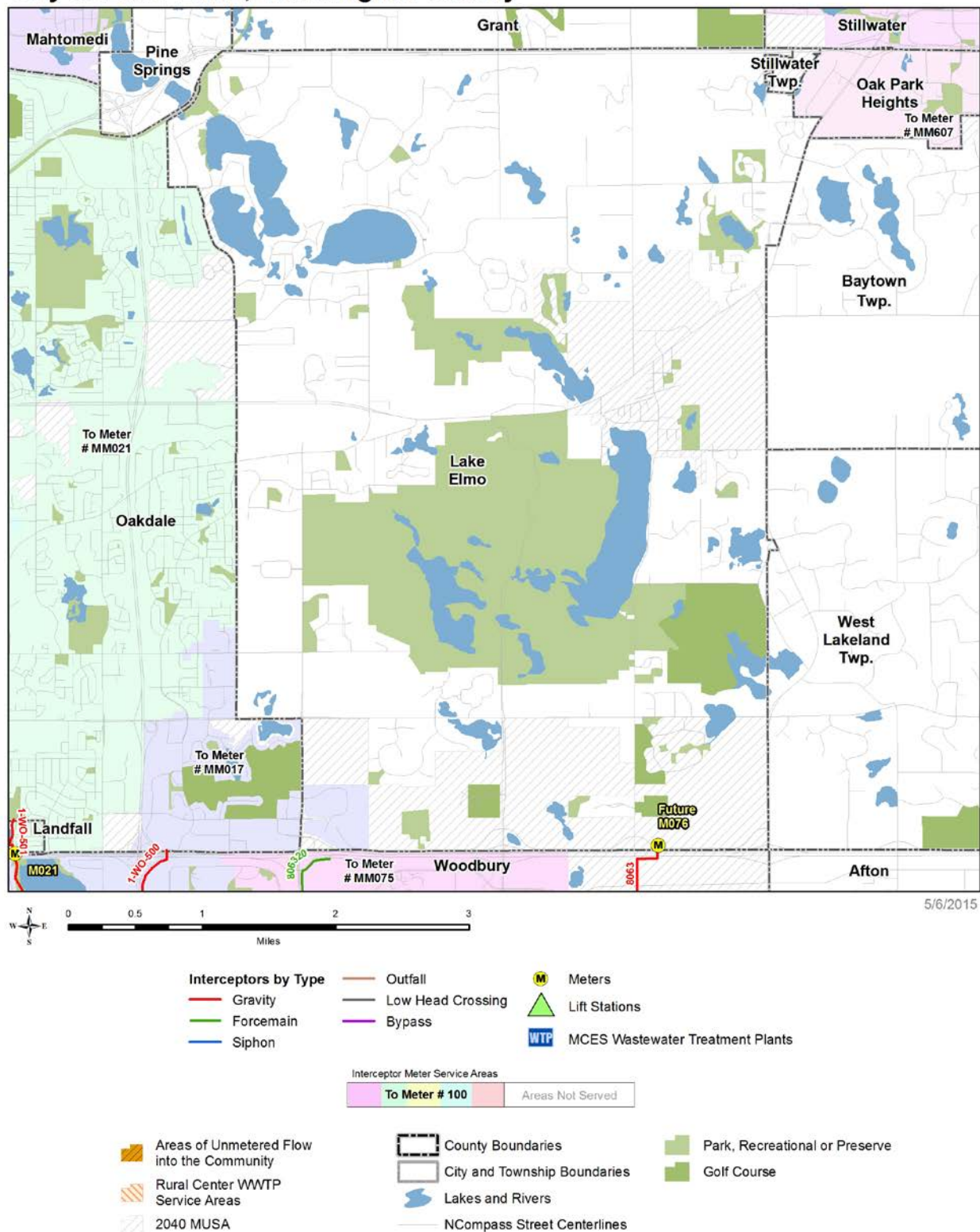
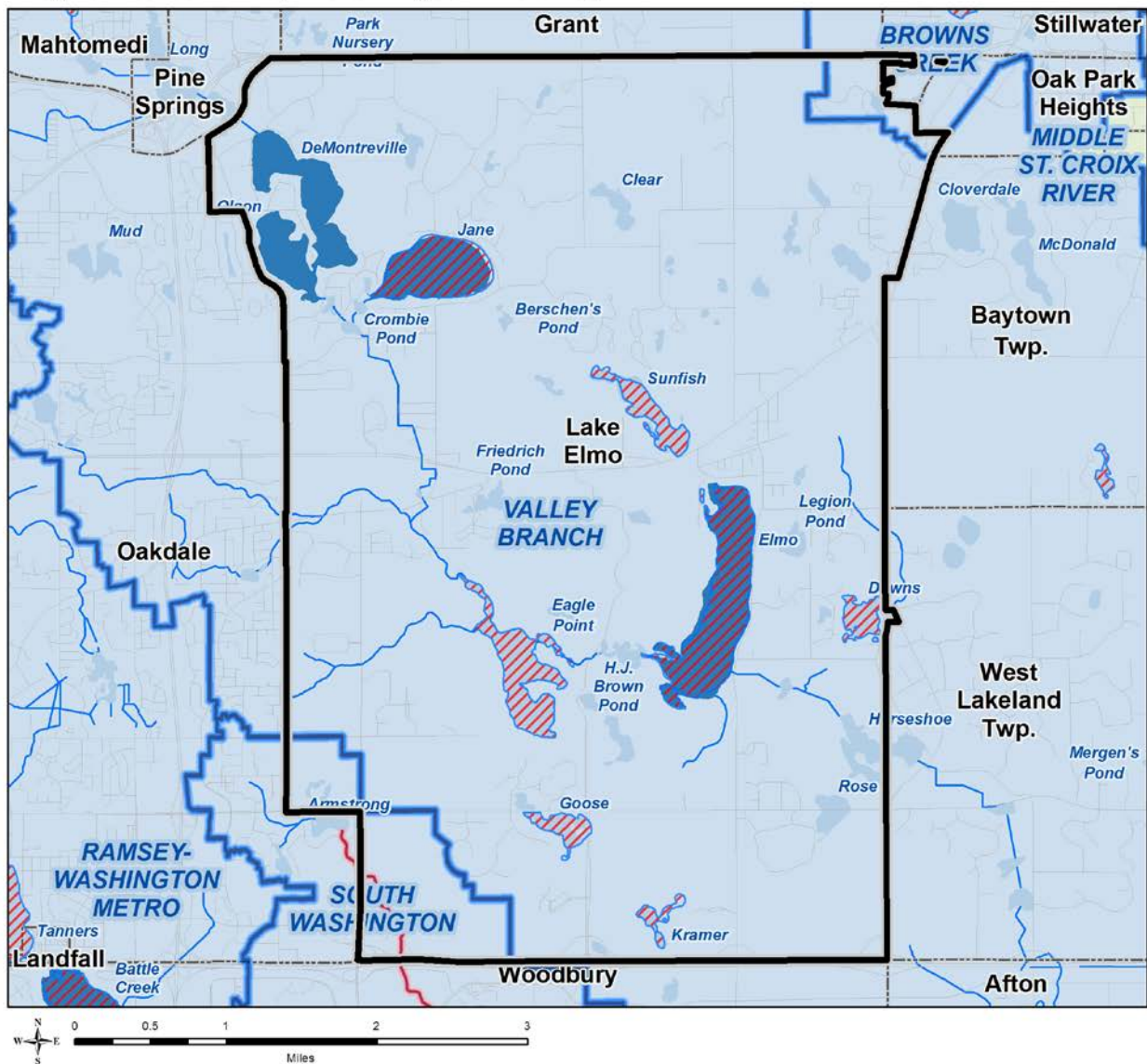




Figure 2. Surface Water Resources

## City of Lake Elmo, Washington County



Watershed Management Organization Boundaries

### Watershed Management Organization Type

County

Watershed District

Watershed Management Organization

Impaired Lakes (2014 Draft MPCA 303(d) List)

Impaired Rivers & Streams (2014 Draft MPCA 303(d) List)

2014 Priority Lakes

County Boundaries

City and Township Boundaries

NCompass Street Centerlines

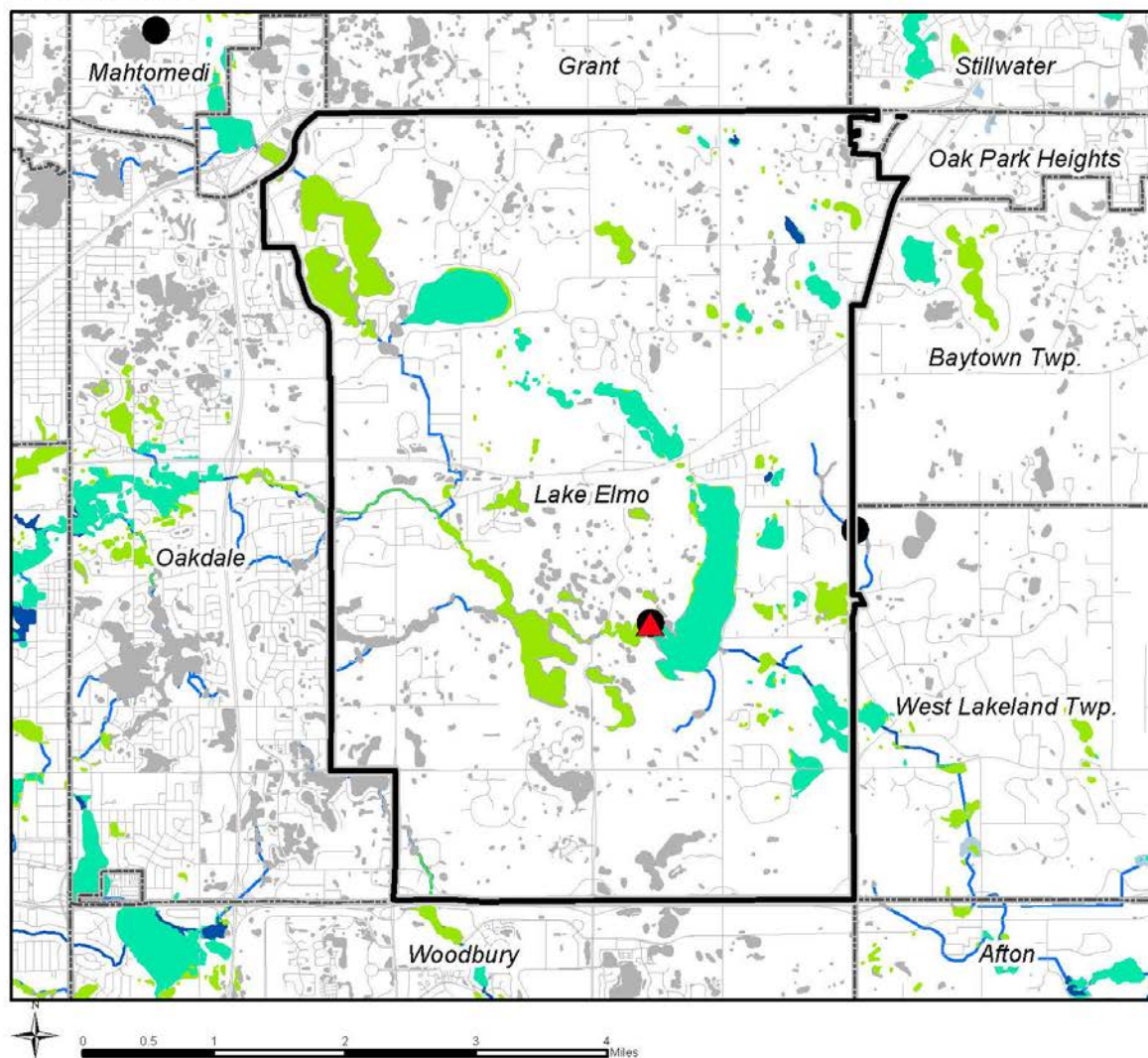
Other Lakes and Major Rivers

Other Streams



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

## Lake Elmo



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



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

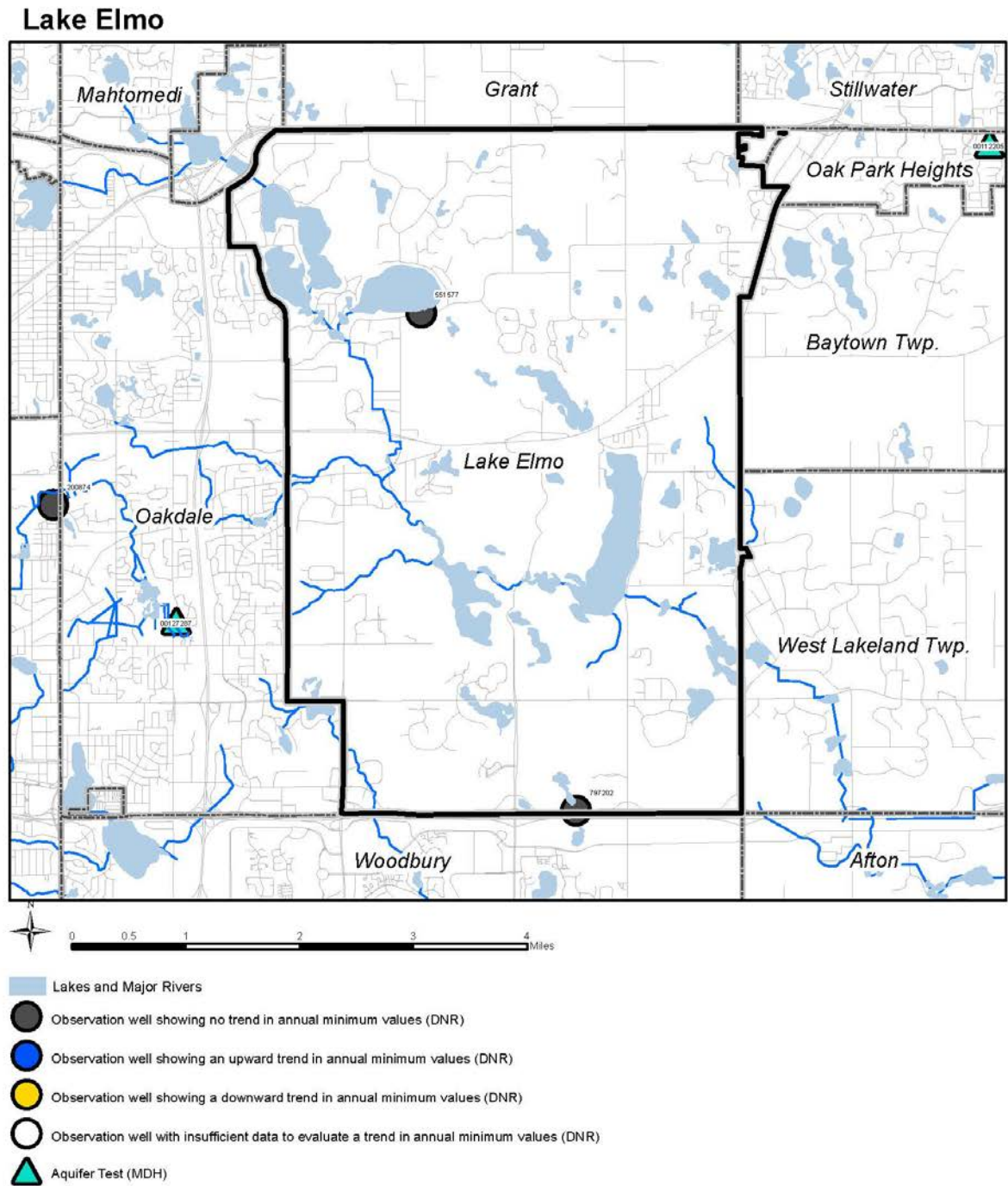
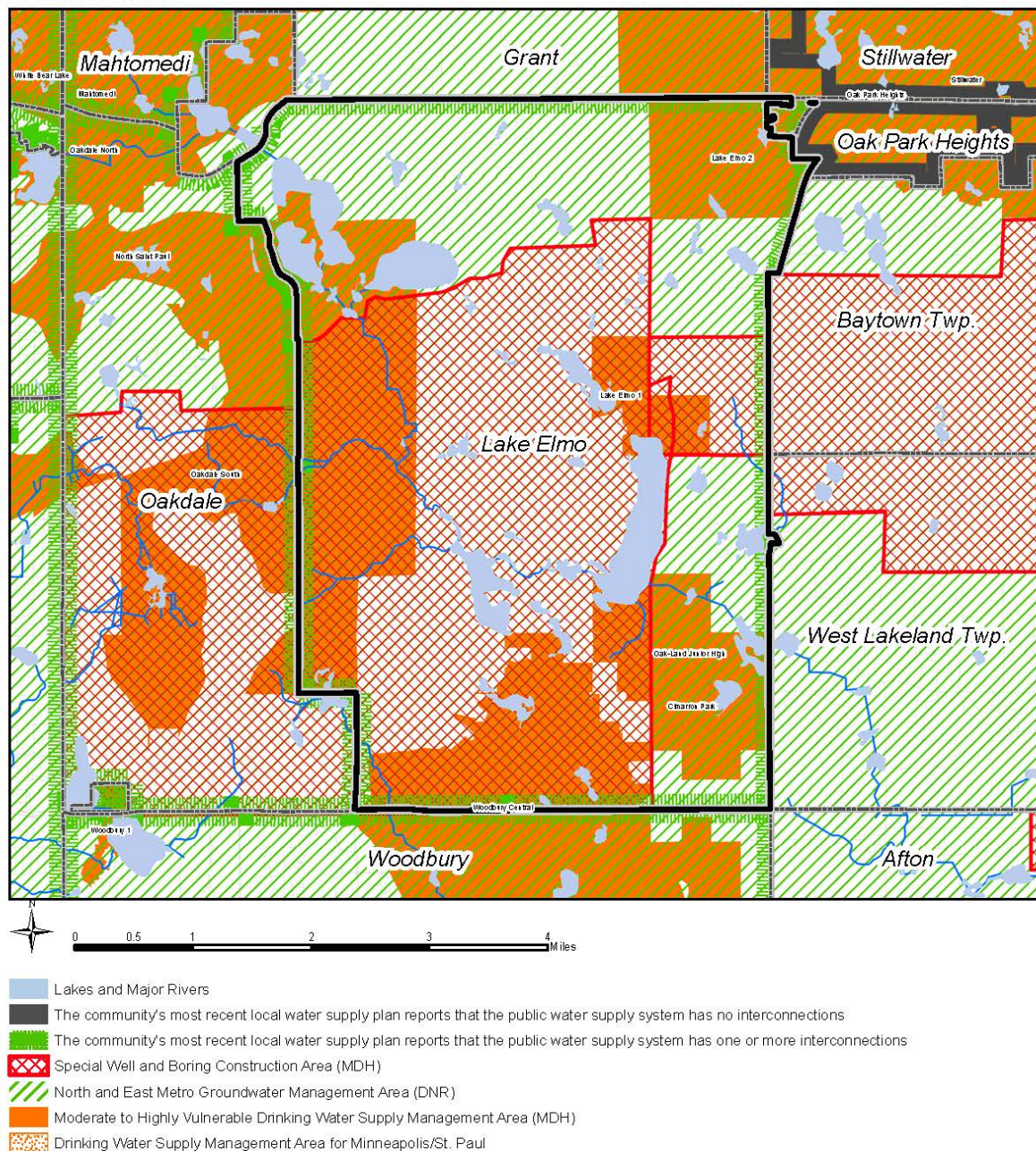




Figure 5. Municipal public water supply system interconnections and regulatory management areas

## Lake Elmo





# REGIONAL PARKS SYSTEM STATEMENT

*City of Lake Elmo*

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

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

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

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

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

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

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

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



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

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

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

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

### **Regional Parks**

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

### **Park Reserves**

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

### **Special Recreation Features**

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

### **Regional Trails**

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



## ***2040 Regional Parks System Components***

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

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

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

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

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

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

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

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

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

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

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

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

#### *Carver County:*

- County Road 61
- Highway 41



#### Three Rivers Park District:

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

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

## System Plan Considerations Affecting Your Community

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

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

#### *Regional Parks, Park Reserves, and Special Recreation Features*

**Lake Elmo Park Reserve:** This is an existing park reserve with an established boundary. The park reserve boundary as shown in Figure 2 should be acknowledged in the comprehensive plan.

#### *Regional Trails*

**Central Greenway Regional Trail Search Corridor:** The regional trail search corridor travels through May Township, Grant, Stillwater Township, Stillwater, Lake Elmo, Woodbury, and Cottage Grove. Connects Big Marine Park Reserve, Browns Creek State Trail, Lake Elmo Park Reserve, Afton Bluffs Regional Trail Search Corridor, Prairie View Regional Trail Search Corridor, and Mississippi River Regional Trail Search Corridor. Washington County will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Lake Elmo should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Washington County for more information regarding Regional Parks System Components in Lake Elmo.

### *State lands in your community*

State park and open space units that provide outdoor recreation opportunities and natural resource conservation for the public complement the Regional Parks System and are recognized in the *2040 Regional Parks Policy Plan*. The following State lands as shown in Figure 2 are within Lake Elmo and should be acknowledged in its comprehensive plan.

- Gateway State Trail — Minnesota Department of Natural Resources



Please contact the Minnesota Department of Natural Resources for more information about State lands.



Figure 1. 2040 Regional Parks System Plan Map

## Regional Parks System Twin Cities Metropolitan Area

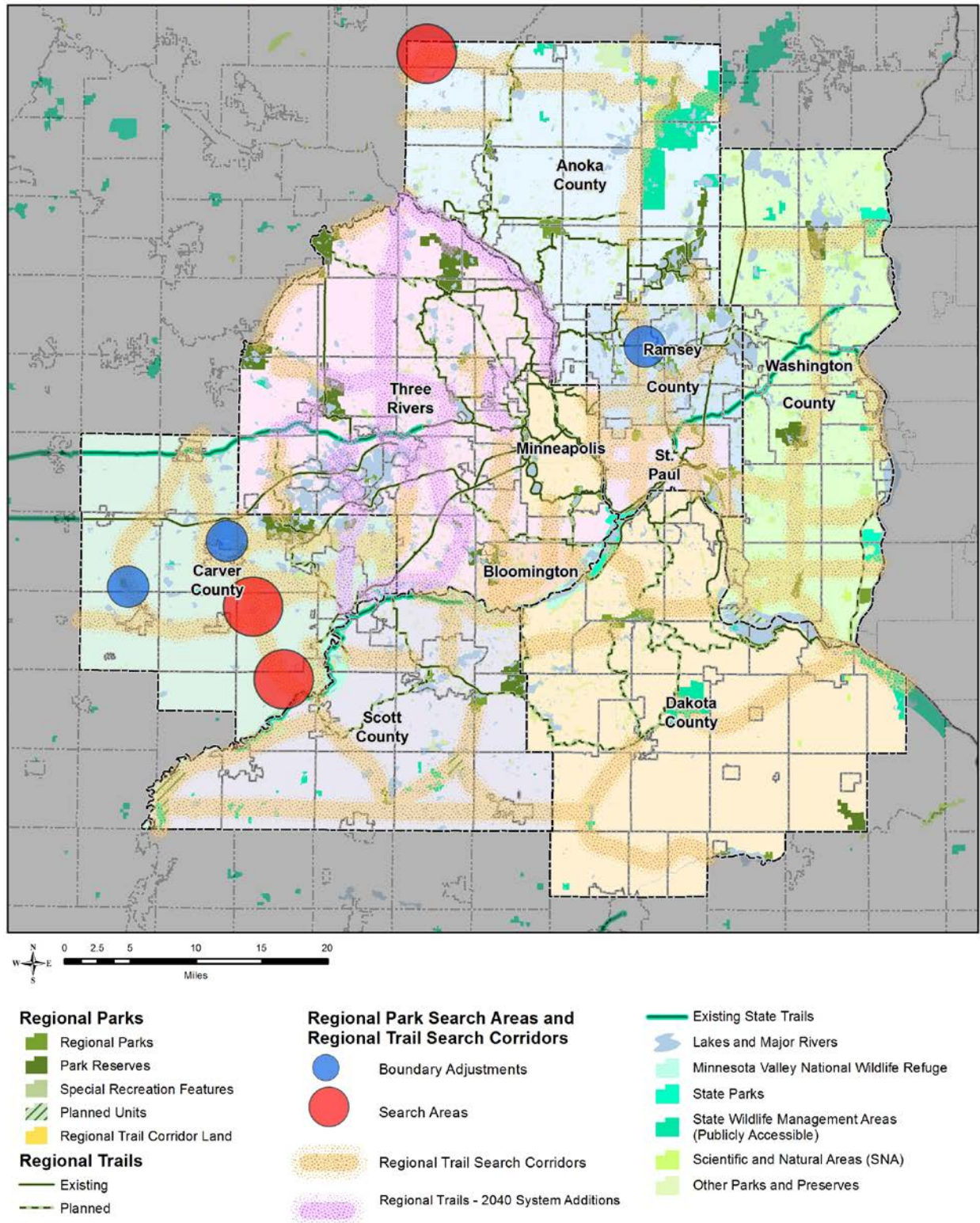




Figure 2. Regional Parks System Facilities in and adjacent to Lake Elmo

## Regional Parks System City of Lake Elmo, Washington County

