

City of Ramsey
Agenda
City Council Work Session
Tuesday October 29, 2013

5:30 p.m. - Annual Performance Review for City Administrator - Closed to Public - Lake Itasca Rm

6:30 p.m. - joint meeting w/Commissions will begin
Alexander Ramsey Room - 7550 Sunwood Drive NW

1. Call to Order

2. Topics for Discussion

1. Discussion Regarding the Annual Performance Review of the City Administrator, an Individual Who is Subject to the City Council's Authority

2. PLANNING COMMISSION AND ENVIRONMENTAL POLICY BOARD (EPB): Review Status of Mississippi River Corridor Critical Area (MRCCA/Critical Area) Rulemaking Process by the Minnesota Department of Natural Resources (DNR) as Directed by the 2013 Minnesota Legislature

(Anticipated Start Time = 6:30 p.m.)

3. PLANNING COMMISSION AND ECONOMIC DEVELOPMENT AUTHORITY (EDA) : Review Alternatives for Highway 10 Access Planning Study; Case of Minnesota Department of Transportation (Mn/DOT)

(Anticipated Start Time = 7:30 p.m.)

4. PLANNING COMMISSION AND ECONOMIC DEVELOPMENT AUTHORITY (EDA): Review Preliminary Metropolitan Council Forecasts

(Anticipated Start Time = 8:30 p.m.)

5. PLANNING COMMISSION AND ECONOMIC DEVELOPMENT AUTHORITY (EDA): Review Status and Schedule of Small Area Land Use Planning Projects

- 15153 Nowthen Boulevard NW (Former Municipal Center/Current Fire Station #2)
- 167th Avenue Node at Saint Francis Boulevard NW (Trunk Highway #47)
- Armstrong West (Future Business Park/Retail Area)

(Anticipated Start Time = 9:00 p.m.)

3. Topics for Future Discussion

4. Mayor/Council/Staff Input

5. Adjournment

CC Work Session

2. 1.

Meeting Date: 10/29/2013

By: Colleen Lasher, Administrative Services

Information

Title:

Discussion Regarding the Annual Performance Review of the City Administrator, an Individual Who is Subject to the City Council's Authority

Purpose/Background:

The City Council met in closed session with Mr. Kurt Ulrich, City Administrator, on October 15, 2013, to discuss his annual performance evaluation. The discussion has been continued to the evening of Tuesday, October 29, 2013, and will again be closed to the public per Minnesota Statute 13D.05, Subd. 3a which states that "A public body may close a meeting to evaluate the performance of an individual who is subject to its authority. The public body shall identify the individual to be evaluated prior to closing a meeting. At its next open meeting, the public body shall summarize its conclusions regarding the evaluation. A meeting must be open at the request of the individual who is the subject of the meeting."

Please note that both the performance evaluation and the City Councils' discussion regarding Mr. Ulrich's performance are private and may not be discussed outside of the closed session.

Notification:

Attachment: Minnesota Statutes 13D.05 / Meetings Having Data Classified as Not Public

Funding Source:

There is no funding required.

Recommendation:

Not applicable / discussion only.

Action:

There is no action needed at this time.

Attachments

Statute

Form Review

Inbox

Kurt Ulrich

Form Started By: Colleen Lasher

Final Approval Date: 10/24/2013

Reviewed By

Kurt Ulrich

Date

10/24/2013 03:31 PM

Started On: 10/22/2013 11:58 AM

13D.05 MEETINGS HAVING DATA CLASSIFIED AS NOT PUBLIC.

Subdivision 1. **General principles.** (a) Except as provided in this chapter, meetings may not be closed to discuss data that are not public data.

(b) Data that are not public data may be discussed at a meeting subject to this chapter without liability or penalty, if the disclosure relates to a matter within the scope of the public body's authority and is reasonably necessary to conduct the business or agenda item before the public body.

(c) Data discussed at an open meeting retain the data's original classification; however, a record of the meeting, regardless of form, shall be public.

(d) All closed meetings, except those closed as permitted by the attorney-client privilege, must be electronically recorded at the expense of the public body. Unless otherwise provided by law, the recordings must be preserved for at least three years after the date of the meeting.

Subd. 2. **When meeting must be closed.** (a) Any portion of a meeting must be closed if expressly required by other law or if the following types of data are discussed:

(1) data that would identify alleged victims or reporters of criminal sexual conduct, domestic abuse, or maltreatment of minors or vulnerable adults;

(2) active investigative data as defined in section 13.82, subdivision 7, or internal affairs data relating to allegations of law enforcement personnel misconduct collected or created by a state agency, statewide system, or political subdivision;

(3) educational data, health data, medical data, welfare data, or mental health data that are not public data under section 13.32, 13.3805, subdivision 1, 13.384, or 13.46, subdivision 2 or 7; or

(4) an individual's medical records governed by sections 144.291 to 144.298.

(b) A public body shall close one or more meetings for preliminary consideration of allegations or charges against an individual subject to its authority. If the members conclude that discipline of any nature may be warranted as a result of those specific charges or allegations, further meetings or hearings relating to those specific charges or allegations held after that conclusion is reached must be open. A meeting must also be open at the request of the individual who is the subject of the meeting.

Subd. 3. **What meetings may be closed.** (a) A public body may close a meeting to evaluate the performance of an individual who is subject to its authority. The public body shall identify the individual to be evaluated prior to closing a meeting. At its next open meeting, the public body shall summarize its conclusions regarding the evaluation. A meeting must be open at the request of the individual who is the subject of the meeting.

(b) Meetings may be closed if the closure is expressly authorized by statute or permitted by the attorney-client privilege.

(c) A public body may close a meeting:

(1) to determine the asking price for real or personal property to be sold by the government entity;

(2) to review confidential or protected nonpublic appraisal data under section 13.44, subdivision 3; and

(3) to develop or consider offers or counteroffers for the purchase or sale of real or personal property.

Before holding a closed meeting under this paragraph, the public body must identify on the record the particular real or personal property that is the subject of the closed meeting. The proceedings of a meeting closed under this paragraph must be tape recorded at the expense of the public body. The recording must be preserved for eight years after the date of the meeting and made available to the public after all real or personal property discussed at the meeting has been purchased or sold or the governing body has abandoned the purchase or sale. The real or personal property that is the subject of the closed meeting must be specifically identified on the tape. A list of members and all other persons present at the closed meeting must be made available to the public after the closed meeting. If an action is brought claiming that public business other than discussions allowed under this paragraph was transacted at a closed meeting held under this paragraph during the time when the tape is not available to the public, section 13D.03, subdivision 3, applies.

An agreement reached that is based on an offer considered at a closed meeting is contingent on approval of the public body at an open meeting. The actual purchase or sale must be approved at an open meeting after the notice period required by statute or the governing body's internal procedures, and the purchase price or sale price is public data.

(d) Meetings may be closed to receive security briefings and reports, to discuss issues related to security systems, to discuss emergency response procedures and to discuss security deficiencies in or recommendations regarding public services, infrastructure and facilities, if disclosure of the information discussed would pose a danger to public safety or compromise security procedures or responses. Financial issues related to security matters must be discussed and all related financial decisions must be made at an open meeting. Before closing a meeting under this paragraph, the public body, in describing the subject to be discussed, must refer to the facilities, systems, procedures, services, or infrastructures to be considered during the closed meeting. A closed meeting must be tape recorded at the expense of the governing body, and the recording must be preserved for at least four years.

History: 1957 c 773 s 1; 1967 c 462 s 1; 1973 c 123 art 5 s 7; 1973 c 654 s 15; 1973 c 680 s 1,3; 1975 c 271 s 6; 1981 c 174 s 1; 1983 c 137 s 1; 1983 c 274 s 18; 1984 c 462 s 27; 1987 c 313 s 1; 1990 c 550 s 2,3; 1991 c 292 art 8 s 12; 1991 c 319 s 22; 1994 c 618 art 1 s 39; 1997 c 154 s 2; 1999 c 227 s 22; 2002 c 379 art 1 s 5; 2004 c 276 s 1; 2004 c 290 s 18; 2007 c 110 s 2; 2007 c 147 art 10 s 15; 2008 c 335 s 1; 2010 c 365 art 1 s 8

Meeting Date: 10/29/2013

Information

Title:

PLANNING COMMISSION AND ENVIRONMENTAL POLICY BOARD (EPB): Review Status of Mississippi River Corridor Critical Area (MRCCA/Critical Area) Rulemaking Process by the Minnesota Department of Natural Resources (DNR) as Directed by the 2013 Minnesota Legislature

(Anticipated Start Time = 6:30 p.m.)

Purpose/Background:

The purpose of this case is to seek consensus on a Statement of Policy document related to the Mississippi River Corridor Critical Area Rulemaking Project.

In 2013, the Minnesota Legislature authorized the Minnesota Department of Natural Resources (DNR) to commence rulemaking related to the Mississippi River Corridor Critical Area (MRCCA) (the "Critical Area"). The intent is to update existing regulations found in Minnesota Statute Chapter 116G. The Critical Area extends from Ramsey's western border south down to Hastings, stretching nearly seventy-two (72) miles and encompasses approximately thirty (30) governmental subdivisions across the metro area. It is noted that these regulations presently exist. The rulemaking process proposes to update these existing rules.

The Critical Area is an overlay district that establishes minimum development standards intended to provide protections for the Mississippi River including, but not limited to, stormwater management, bluff stabilization, and protection of scenic qualities. Minnesota Statute Chapter 116G establishes the district and requires that local government units with land use and zoning authority adopt ordinances in substantial compliance with the Statute. The local ordinance must be approved by the DNR. The local unit of government is responsible for administration and enforcement. The City adopted its original ordinance in circa-mid 1980s. A majority of Ramsey is currently classified as 'Rural Open Space' under existing rules. There are a number of existing lots and future development scenarios under the City's Comprehensive Plan that conflict with this designation.

The rulemaking project originally commenced in 2009. However, the legislative timeframe expired, and updated rules were never adopted. The 2013 Legislature revised the original scope for rulemaking and authorized a new rulemaking project. Since some time has lapsed since the 2009 process, Staff is seeking policy direction on how to approach participation in the rulemaking process. As there have been a number of years since the last discussion on this rulemaking process, this is an opportunity to bring new members up to speed on the process, and ensure that Staff brings the proper policy message forward in discussions with the DNR. One potential positive outcome is to establish land use districts that are more compatible with existing development and planned future development under the Comprehensive Plan. However, there is an opportunity that additional lawful, non-conforming structures are created due to revised rules such as setbacks. Staff will need to fully analyze the impacts to Ramsey once the final version of the draft rules are available.

The League of Minnesota Cities and Metro Cities (both organizations working with local governments) held an introductory meeting with DNR staff and local communities. A second follow up meeting is scheduled for October 24, 2013.

Per City Council direction, the City held a collaborative public process for Ramsey residents on Monday, September 16, 2013 to identify key issues, resources, barriers, and alternatives. The intent was not to formulate support or opposition to the draft rules; the intent of the process was to identify key policy topics to help formulate the City's policy stance. This was also an opportunity to identify where questions still remain to determine if certain

concerns could or could not be mitigated moving forward.

The unedited comments received from that process were forwarded to the DNR on October 11, 2013 in preparation for a Local Government Officials Meeting on October 24, 2013. NOTE: this was not an official statement of policy on behalf of the City; this was feedback available to date. The purpose of tonight's discussion is to formulate this official policy statement. The DNR will be hosting public Open Houses later this Fall/Winter, whereby the City will have a better understanding of the final draft rules anticipated to be forwarded to an official Rulemaking process. Key topics discussed at Ramsey's process included the following:

- Retain ability to maintain local control over land use decisions
- Retain ability to perform vegetation management
- Retain ability to perform erosion control management (i.e. rip-rap at water line)
- Seek funding opportunities to assist property owners with erosion control issues
- Ensure that lawful, non-conforming ("grandfather") rights are maintained

DNR Staff met with City Staff on Thursday, September 25, 2013. The DNR held meetings individually with each of the impacted communities. The intent of the meeting was to (as outlined by the DNR):

- Meet the staff who develop plans and administer the Critical Area ordinance
- Provide an overview of and answer questions about the rulemaking process
- Review the district map(s) for each community
- Go over the draft rules and identify opportunities to improve them
- Review current Critical Area ordinances
- Review the bluff maps that have been developed – these are for informational purposes only and are not part of the rulemaking

At the September 25, 2013 meeting (in addition to the October 11, 2013 written response), Staff forwarded the comments received from Ramsey Residents to DNR Staff and discussed opportunities and issues Ramsey currently has with the overlay district as well as the draft rules.

Metro Cities and the League of Minnesota Cities are co-sponsoring a meeting for Staff and Elected/Appointed Officials on Thursday, October 24, 2013 to update corridor communities on the progress of the rulemaking process and review updates to draft rules. In order to prepare for the October 24 meeting, the DNR called for current feedback by October 11, which Staff did respond with current materials. Due to timing, Staff was not able to schedule the Joint Meeting with Planning Commission and EPB prior to the Metro Cities/League of Minnesota Cities Meeting on October 24. Please note: the official comment period has not begun, and the City will be able to comment and respond officially. The Official Comment Period is anticipated to be open during November and December, 2013.

There is the potential of lawful, non-conforming lots created with the existing rules; however, a number of existing lawful, non-conforming lots could become conforming lots with rule changes. The DNR has prepared a comparison chart, which is attached to this case. One opportunity with the current rulemaking process would be to change existing lawful, non-conforming lots to conforming lots through revised land use districts. It should be noted that a number of protections are granted to property owners that constructed structures lawfully prior to an ordinance being adopted, which are classified as lawful, non-conforming (that being that an existing structure now does not conform to a new rule that did not exist when the structure was constructed). The City derives its powers to protect lawful, non-conforming uses and structures under Minnesota Statute 462.357. Staff is working on potential ability to further strengthen these protections based on resident feedback.

Additional information on the rulemaking process can be found at www.cityoframsey.com/shoreland.

Timeframe:

The Official Comment Period is anticipated to open in November, 2013 and run through December, 2013.

Funding Source:

Participation in the Rulemaking Project is being handled as part of normal Staff duties.

Responsible Party(ies):

The Community Development Department is the responsible party (Development Services Manager).

Outcome:

The desired outcome is to seek consensus on a Statement of Policy related to the Mississippi River Corridor Critical Area Rulemaking Project.

Attachments

[Critical Area Map](#)

[Overview of Mississippi River Corridor Critical Area and Rulemaking Project](#)

[Rulemaking Schedule](#)

[Current Standards \(City Code\)](#)

[Draft Amended Land Use Districts](#)

[Draft Amended Rules](#)

[Comparison Table](#)

[Draft Statement of Policy](#)

Form Review

Inbox

Chris Anderson

Kurt Ulrich

Tim Gladhill (Originator)

Chris Anderson

Kurt Ulrich

Form Started By: Tim Gladhill

Final Approval Date: 10/24/2013

Reviewed By

Chris Anderson

Tim Gladhill

Tim Gladhill

Chris Anderson

Kurt Ulrich

Date

10/23/2013 04:19 PM

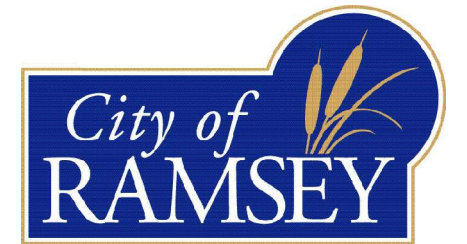
10/24/2013 11:36 AM

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10/24/2013 01:59 PM

10/24/2013 03:11 PM

Started On: 10/15/2013 03:27 PM



Mississippi River Corridor Critical Area (MRCCA)

Existing Districts

- Parcels
- Existing Districts**
 - rural open space
 - unclassified
 - urban developed
 - urban diversified
 - urban open space



0 0.3 0.6 Miles

This map has been compiled using information gathered from various governmental offices and other sources and is to be used for reference purposes only. It is neither a legally recorded map nor a survey and is not intended for use as one. The Geographic Information System (GIS) data used to develop this map is not warranted by the City as being error-free.

The City does not represent that the GIS data can be used for exact measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found, please contact (763) 427-1410.

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Overview of Mississippi River Corridor Critical Area Program and Rulemaking Effort

History of the Mississippi River Corridor Critical Area

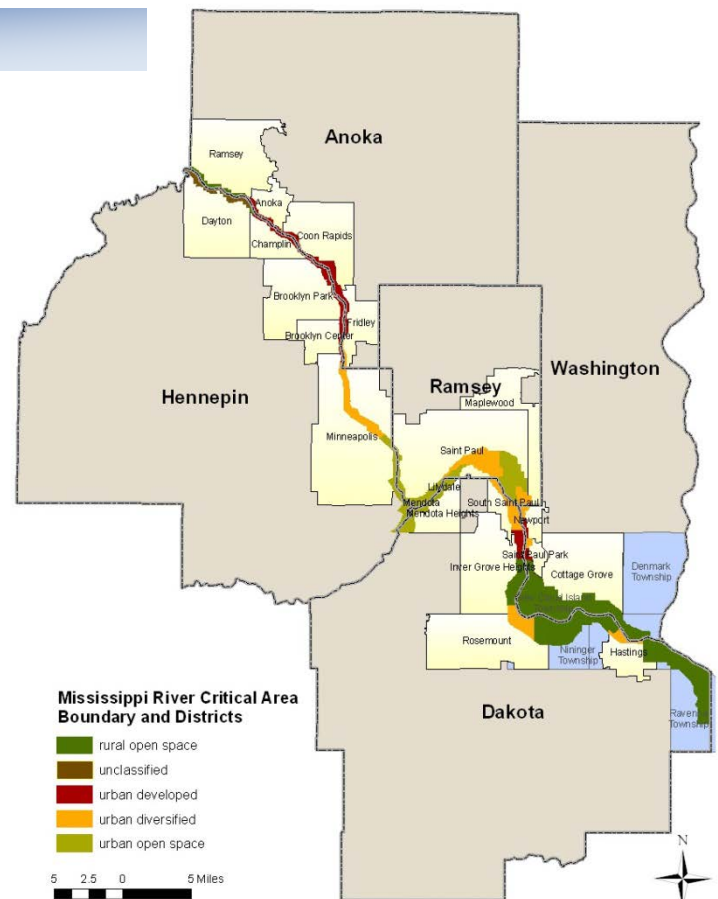
- 1973** Minnesota passes Critical Areas Act of 1973 (MN Statutes, Chapter 116G)
EQB adopts rules to implement Act (MN Rules, parts 4410.8100 – 4410.9910)
- 1976** Mississippi River and adjacent corridor designated a state critical area by Governor Wendell Anderson (Executive Order No. 130)
- 1979** Designation continued by Governor Albert Quie (Executive Order 79-19)
Metropolitan Council acts to make designation permanent (Resolution 79-48)
- 1988** Mississippi National River and Recreational Area (MNRRA) established by Congress as unit of NPS (MNRRA shares same boundary as Mississippi River Corridor Critical Area)
- 1991** MNRRA designated a state critical area per Critical Areas Act (MN Statutes, section 116G.15)
- 1995** Responsibility shifts from EQB to DNR by Governor Arne Carlson (Reorganization Order 170)
- 2007** Legislature directs DNR to prepare report on the Mississippi River Corridor Critical Area (Completed January 2008)
- 2009** Legislature amends MN Statutes, section 116G.15 and directs DNR to conduct rulemaking for the Mississippi River Corridor Critical Area (MN Laws 2009, Chapter 172, Article 2, Section 5.e.)
- 2011** DNR develops draft rule after participatory stakeholder process, but rulemaking authority lapses
- 2013** Legislature directs DNR to resume rulemaking process in consultation with local governments

Current Status

- 30 communities along corridor (21 cities, 5 counties, 4 townships) + several quasi-governmental entities. Most have adopted critical area plans and ordinances.
- EO 79-19 establishes four land use districts:
 - Rural Open Space
 - Urban Open Space
 - Urban Developed
 - Urban Diversified
- EO 79-19 establishes performance standards and guidelines for each land use district.
- Local government units (LGUs) administer and enforce a variety of regulations to meet the performance standards, which has led to general concern regarding consistency and adequacy to protect key resources and features.
- The critical area is cooperatively managed:

DNR Role: Adopts rules, reviews/approves plans and ordinances, and reviews actions requiring a public hearing.

NPS Role: Has provided funding assistance to local, regional, and state agencies; encourages LGUs to incorporate voluntary MNRRA policies



into plans; and provides stewardship, education, and historical and cultural resource protection.

Met Council Role: Reviews plans for consistency with regional policies, EO 79-19, and MNRRA policies and submits recommendation to DNR; and provides assistance to LGUs adopting or amending plans.

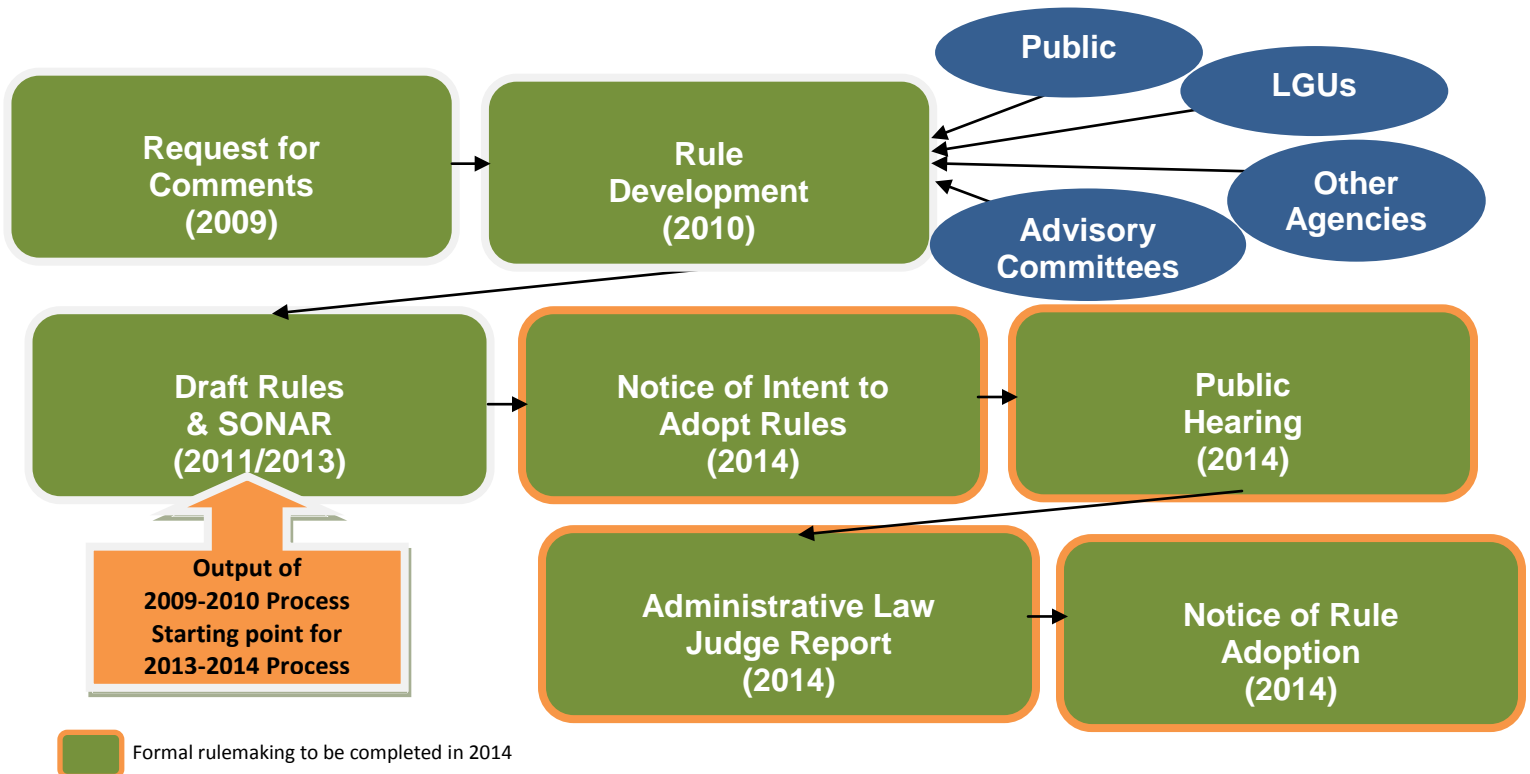
LGU Roles: Adopt DNR-approved plans and ordinances, and administer and enforce them.

Key Points of 2009 and 2013 Legislation

The legislation authorizes the DNR to adopt rules and requires the DNR to:

- establish, by rule, districts within the Mississippi River Corridor Critical Area. The DNR must:
 - determine appropriate number of districts within each municipality,
 - take into account municipal plans and policies, and existing ordinances and conditions, and
 - consider protection of key identified resources and features.
- establish, by rule, minimum guidelines and standards for the districts to protect key resources and features and use them when approving plans and regulations and reviewing development permit applications.
- consult with local governments prior to rule adoption (new in 2013).
- protect existing commercial, industrial and residential uses (new in 2013).
- 2009 legislation required preparation of a preliminary bluff map; this requirement was eliminated in 2013, but protection of bluffs and related features remains a priority.

General Overview of State Rulemaking Process (MN Statutes, Chapter 14)



The DNR will re-publish a Request for Comments in 2013 and will continue to involve local communities, interest groups, other agencies, and the public in improving and refining the draft rules. The DNR also intends to hold a public hearing as part of the formal rulemaking process. For more information, including a detailed 2013-2014 rulemaking schedule, visit the project website: http://mndnr.gov/waters/watermgmt_section/critical_area/rulemaking.html

2013-2014 MRCCA Rulemaking Schedule

Draft Rules

Output of
2009 - 2010 Process

PHASE II Public Outreach & Rule Revision

Oct 2013 – Dec 2013

Publish Request for Comments (RFC)
Nov 2013

Notify all Property Owners
Nov 2013

Public Comment Period
Nov – Dec 2013 (starts after RFC)

Meetings with Interested Parties
Nov – Dec 2013

Public Meetings & Open Houses
Nov – Dec 2013

Revise Rules Based on Comments
Nov 2013 – Jan 2014

Revise SONAR
Nov 2013 – Jan 2014

Report to Legislature
January 15, 2014

PHASE III Rule Adoption

Feb 2014 – Sep 2014

Publish Notice of Intent to Adopt Rules
with a Public Hearing
Feb 2014

Notify all Parties on Mailing List
Feb 2014

30-Day Formal Comment Period
Feb/Mar 2014 (starts after notice)

Public Hearing
Apr 2014

Respond to Comments/Rebuttal
Apr 2014

Administrative Law Judge Report
May 2014

Governor Review & Approval/Veto
Jul – Aug 2014

Adopt Rule
Sep 2014

PHASE I LGU Review

July 2013 – Sep 2013

Kick-off Meeting with LMC/Metro Cities
Jul 17, 2013

Meetings with LGUs to Identify
Opportunities for Improving Draft Rules
Aug - Sep 2013

Summarize Opportunities for
Improvement
Sep 2013

Meeting with LMC/Metro Cities to
Review Identified Opportunities
Oct 2013

Sec. 117-148. - Critical River Overlay District development standards.

- (a) *Zoning provisions.* The following standards shall apply to the Critical River Area as shown on the official environmental overlay map of the city. Where the requirements of the underlying zoning district as shown on the official zoning map are more restrictive than those set forth herein, then the more restrictive standards shall apply:
- (1) Area standards and permitted uses for the lots located in the Critical River Area and rural service area.

	Residential District	Business District	Employment District
Lot size without public sewer any permitted use	2.5 acres*	2.5 acres	2.5 acres
Lot width without public sewer any permitted use	200 feet	200 feet	200 feet
Front yard setback without public sewer any permitted use	40 feet	40 feet	40 feet
Rear yard setback without public sewer any permitted use	35 feet	35 feet	35 feet
Side yard setback without public sewer any permitted use	10 feet	10 feet	10 feet
River setback without public sewer any permitted use	35 feet from bluff line or 200 feet from ordinary high water mark whichever is greater		
Maximum building	35 feet	35 feet	35 feet

height any permitted building			
Maximum impervious surface area permitted as percent of total lot area**	30%	30%	30%
On-site sewage treatment system setback from ordinary high water level	75 feet	75 feet	75 feet

*The underlying zoning limits the density to a maximum of one per ten acre.

**Includes all structures, surfaced roads, parking lots, and other impervious areas.

- (2) Area standards and permitted uses for the lots located in the critical river area and urban service area.

	Residential District	Business District	Employment District
Lot size with public sewer (riparian)	20,000 sq. ft.	40,000 sq. ft.	40,000 sq. ft.
Lot size with public sewer (non-riparian)	12,150 sq. ft.	20,000 sq. ft.	20,000 sq. ft.
Lot width at building line and river frontage	90 feet	125 feet	125 feet
Front yard setback	35 feet	35 feet	35 feet
Rear yard setback	35 feet	35 feet	35 feet
Side yard setback	10 feet	10 feet	10 feet
River setback any	20 feet bluff line or 100 feet from ordinary high water mark which ever is greater		

permitted use			
Maximum impervious surface area permitted as percent of total lot area.	30%	30%	30%
Maximum building height any permitted building	35 feet	35 feet	35 feet
On-site sewage treatment system setback from ordinary high water level	75 feet	75 feet	75 feet

Permitted uses: The permitted uses for the Critical River Area shall be those uses presently permitted in the respective zoning districts.

(b) *Existing uses.*

(1) *Existing structures.* Existing structures, the location or the use of which is inconsistent with this subdivision or the critical areas designation order shall not be eligible for any permit granted by the city for expansion, change of use, renewal of existing permit or building permit unless the following criteria are met:

- a. The applicant shall provide and maintain adequate screening of the structure from the water through the use of natural vegetative means.
- b. Expansion of existing structures shall be in a direction away from the riverfront.
- c. The public's ability to view the river and river corridor from existing public streets shall not be further degraded by the proposed activity.

(2) *Signs.*

- a. Advertising signs are prohibited between the flood fringe borderline and all county, state or federal highway located within 1,000 feet of the line except where the river cannot be viewed from the highway due to natural topography or existing buildings.
- b. All advertising signs permitted within the critical area outside the area set forth in subsection (b)(2)a of this section shall conform with the provisions of article II, [division 8](#) of this chapter.
 1. Views of the water from vistas and public roads shall not be impaired by the placement of business or advertising signs; and
 2. Advertising signs may be located only on the shore side of public transportation routes that are parallel and adjacent to the riverfront.

c.

All advertising signs, the location of which is not in conformance with this subdivision, are deemed nonconforming uses and shall be removed within seven years of the effective date of the ordinance from which this subdivision is derived.

(3) *Existing lots of record.*

- a. Lots of record in the office of the county register of deeds (or registrar of titles) prior to the date of enactment of the ordinance from which this subdivision is derived, which do not meet the requirements of [section 117-148\(a\)](#), may be allowed as building sites provided:
1. Such use is permitted in the zoning district;
 2. The lot is in separate ownership from abutting lands; and
 3. All other sanitary and dimensional requirements of this subdivision are complied with insofar as practical.

(c) *River crossing.*

(1) *Utility facilities.* Utility crossings of the Critical Area Corridor or routing within the corridor shall meet the following standards:

- a. Underground placing of the utility facility shall be required unless economic, technological and land characteristic factors make underground placement infeasible. Economic considerations alone shall not be made the major determinate regarding feasibility.
- b. Overhead crossings, if required, shall meet the following criteria:
1. The crossings shall be adjacent to or part of an existing utility corridor, including bridge or overhead utility lines;
 2. All structures utilized shall be as compatible as practicable with land use, scenic views and existing transmission structures in height, material, color and design;
 3. Right-of-way clearance shall be kept to a minimum;
 4. Vegetative screening shall be utilized to the maximum extent consistent with safety requirements;
 5. Routing shall avoid unstable soils, bluff lines or high ridges, the alteration of the natural environment, including grading, shall be minimized; and
 6. The crossings shall be subject to the site planning requirements set forth in [section 117-146\(d\)\(2\)](#).
- c. Utility substations. Utility substations shall be subject to the following standards:
1. All substations shall be subject to the site planning requirements set forth in [section 117-146\(d\)\(2\)](#); and
 2. New substations or refurbishment of existing substations shall be compatible in height, scale, building materials, landscaping and signing with the surrounding natural environment or land uses. Screening by natural means is encouraged and should be compatible with the surrounding environment.
- d. Pipelines. Pipelines and underground utility facilities shall be subject to the following standards:
1. All pipelines and underground facilities shall be subject to the site planning requirements set forth in [section 117-146\(d\)\(2\)](#); and

2. The facilities shall be located to avoid wetlands, woodlands and areas of unstable soils; and
 3. All underground placing of utility facilities and pipelines shall be followed by revegetation and rehabilitation to the conditions that existed on site prior to development.
 - (2) *Public and private roads and railways.* New roads and railways crossing the Critical Area Corridor or routed within the Critical Area Corridor shall meet the following standards:
 - a. Roads and railways shall be constructed to minimize impacts on the natural terrain and natural landscape.
 - b. Cuts and fills are to be avoided.
 - c. All roads and railways shall be subject to the site planning requirements set forth in [section 117-146\(d\)\(2\)](#).
 - d. New roads and railways shall not utilize the river corridor as a convenient right-of-way for new arterials or main lines.
 - e. New roads and railways shall be restricted to those facilities needed to access existing and planned residential, commercial and industrial uses.
 - f. All new roads and railways shall provide safe pedestrian crossing points to allow access to the riverfront. Rest areas, vistas and waysides shall be provided.
- (d) *Riverfront uses/access.*
 - (1) *Public property.* Public pedestrian access shall be provided to the riverfront of all public property.
 - (2) *Public pedestrian access.* Public pedestrian access shall be provided to the riverfront of developments on publicly owned and publicly controlled riverfront property whether leased to private leases or not, except where:
 - a. Unavoidable hazards exist to the public.
 - b. Public pedestrian access at a particular location cannot be designed or developed to provide a pleasant view or recreational experience.
 - c. Access to the riverfront may be denied to any person who creates a nuisance or who engages in illegal conduct on the property and public access may be temporarily or permanently closed upon a finding by the city that such offensive conduct cannot otherwise be reasonably controlled.
 - (3) *Public access, private property.* Public pedestrian access shall be provided to the riverfront for all non-water-dependent uses that are:
 - a. Commercial or industrial.
 - b. Developed as a planned unit development or requiring subdivision approval.
 - c. Access to the riverfront may be denied to any person who creates a nuisance or who engages in illegal conduct on the property and public access may be temporarily or permanently closed upon a finding by the city that such offensive conduct cannot otherwise be reasonably controlled.
 - (4) *Riverfront uses.* Riverfront uses shall be preferred in the following order:
 - a. Water dependent;
 - b. Non-water dependent with public pedestrian access; and
 - c. Non-water dependent without public pedestrian access.
- (e) *Marinas, barge fleeting areas and loading facilities.*

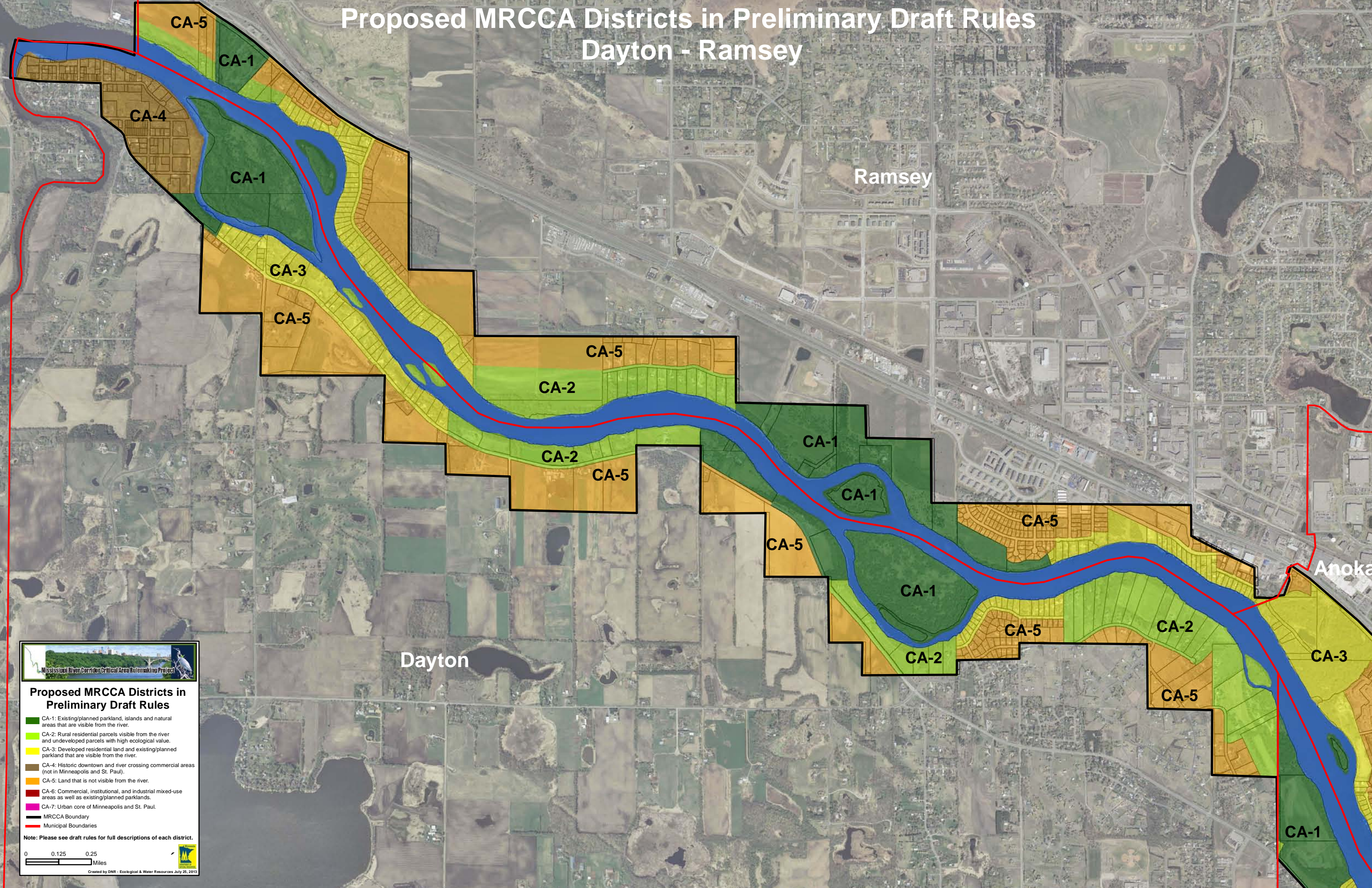
- (1) *Boat launching ramps.*
 - a. Boat launching ramps may be located only where access streets are adequate to handle the traffic load generated by the facility.
 - b. Shared or joint use accessory parking will be preferred. Loading will be permitted only at ramps. Parking areas must be screened from the river and adjoining residential property and located at least 50 feet from the normal high water mark.
 - c. The impact of the accessory parking must not adversely affect the environmental quality of the site or the surrounding neighborhood.
 - d. Boat launching ramps and minor accessory buildings and haul-off facilities must be in character and scale with the surrounding neighborhood.
- (2) *Public marinas.* Public marinas shall be permitted subject to the following conditions:
 - a. The marina must have lavatory facilities adequate to service the marina clientele.
 - b. Off-street parking areas should be provided in accordance with the requirements set forth for boat launching ramps.
 - c. Areas for the winter storing of boats should be naturally screened from view from the river and from upland lots.
 - d. The marina shall be designed for and used only by pleasure craft.
 - e. Maximum height of any buildings or structures shall be 35 feet.
 - f. Accessory uses customarily incidental to public marinas including fueling stations may be permitted providing they are consistent in scale and intensity with the marina and surrounding uses.
- (f) *Vegetation management.*
 - (1) In rural open space, urban developed and urban open space districts, the following standards shall apply:
 - a. On undeveloped islands, public recreation lands, the slope or face of bluffs, within 200 feet of the normal high water mark of the river, and within the area 40 feet landward from bluff-lines, clear cutting shall not be permitted.
 - b. On all other lands within these districts, clear cutting shall be guided by the following provisions:
 1. Any selective or clear cutting shall require an environmental permit from the city. The permittee shall submit a plan to the city showing the size and location of all trees on the site and which trees are proposed to be cut. The plan shall be drawn to an accurate scale. The permit application shall be reviewed by both the building inspector and the tree inspector;
 2. Clear cutting shall not be used where soil, slope or other water shed conditions are fragile and subject to injury;
 3. Clear cutting shall be conducted only where clear cut blocks, patches or strips are, in all cases, shaped and blended with the natural terrain;
 4. The size of clear cut blocks, patches or strips shall be kept at the minimum necessary; and
 5. Where feasible, all selective cuts shall be conducted between September 15 and May 15. If natural regeneration will not result in adequate vegetation cover, areas in which clear cutting is conducted shall be replanted to prevent erosion and to maintain the aesthetic

- quality of the area; and where feasible, replanting shall be performed in the same spring or the following spring.
- C. The selective cutting of trees greater than four inches in diameter may be permitted by local units of government when the cutting is appropriately spaced and staged so that a continuous natural cover is maintained.
- (2) These vegetative management standards shall not prevent the pruning and cutting of vegetation to the minimum amount necessary for the construction of bridges and roadways and for the safe installation, maintenance and operation of essential services and utility transmission services which are permitted uses.
- (9) *Administration of the Mississippi River Critical Area.*
- (1) In areas when overlapping standards are present the city council shall apply the most restrictive standards.
- (2) No development or alteration of the Critical Area shall take place without complete compliance with this chapter. All permits for conditional uses, building, sewer system construction or extension (public or private), DNR and EQB review if applicable, and variances shall be obtained prior to any construction. Variances shall be issued only upon demonstration of hardship as defined by [section 117-1](#). Failure to comply with all the standards and regulations of this chapter may be enjoined by the city council through proper legal channels. Each day a violation is permitted to exist shall constitute a separate offense.
- (3) Notification procedures and certification.
- a. Certain land use decisions which directly affect the use of land within the Mississippi Critical River Area District and involve any of the following actions must be certified by the commissioner as specified in subsection (g)(3)b of this section:
1. Adopting or amending an ordinance regulating the use of land including rezoning of particular tracts of the land.
 2. Granting a variance from a provision of this subdivision which related to the zoning dimension provision of subsection (a) of this section and any other zoning dimension provisions established in the Mississippi River Critical Area.
 3. Approving a plat that is inconsistent with the local land use code.
 4. Granting a conditional use permit for a private or commercial recreational development.
- b. Certification process.
1. A copy of all notices of any public hearings, or where a public hearing is not required, a copy of the application to consider zoning amendments, variances, or inconsistent plats under this Code shall be sent so as to be received by the commissioner at least 30 days prior to such hearings or meetings to consider such actions. The notice of application shall include a copy of the proposed ordinances or amendment, or a copy of the proposed inconsistent plat, or a description of the requested variance, or a copy of the conditional use permit application, where applicable.
 2. The city shall notify the commissioner of its final decision on the proposed action within ten days of the decision.
 3. The action becomes effective when and only when either:

- (i) The final decision taken by the city has previously received certification of approval from the commissioner;
 - (ii) The city received certification of approval after its final decision;
 - (iii) 30 days have elapsed from the commissioner received notice of the final decision, and the city has received from the commissioner neither certification of approval nor notice of non-approval; or
 - (iv) The commissioner certifies approval within 30 days after conducting a public hearing.
 4. In the case the commissioner gives notice of non-approval of an ordinance, variance, or inconsistent plat, either the applicant or the administrator may, within 30 days of said notice, file with the commissioner a demand for hearing. If the demand for hearing is not made within 30 days, the notice of non-approval shall become final.
 - (i) The hearing will be held in an appropriate local community within 60 days of the demand and after at least two weeks published notice.
 - (ii) The hearing will be conducted in accordance with Minn. Stats. § 103G.311.
 - (iii) The commissioner shall either certify approval or disapproval of the proposed action within 30 days of the hearing.
 5. The following recreational uses shall require certification approval by the commissioner:
 - (i) Governmental campgrounds.
 - (ii) Private campgrounds.
 - (iii) Public accesses, road access type with boat launching facilities.
 - (iv) Public accesses, trail access type.
 - (v) Temporary docks.
 - (vi) Other governmental open space recreational uses.
- (4) Enforcement.
 - a. It is declared unlawful for any person to violate any of the terms and provisions of this subdivision. Violation thereof shall be a misdemeanor. Each day that a violation is permitted to exist shall constitute a separate offense.
 - b. In the event of a violation or a threatened violation of this subdivision, the city or the commissioner of natural resources, in addition to other remedies, may institute appropriate actions or proceedings to prevent, restrain, or abate such violations or threatened violations.
 - c. Any taxpayer of the city may institute mandamus proceedings in the district court to compel specific performance by the proper official of any duty required by this subdivision.

(Code 1978, § 9.21.07; Ord. No. 75-08, 6-27-1975; Ord. No. 85-02, 8-12-1985; Ord. No. 86-2, 8-25-1986; Ord. No. 88-11, 3-19-1989)

Proposed MRCCA Districts in Preliminary Draft Rules Dayton - Ramsey

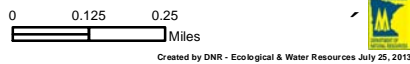


Proposed MRCCA Districts in Preliminary Draft Rules

- CA-1: Existing/planned parkland, islands and natural areas that are visible from the river.
- CA-2: Rural residential parcels visible from the river and undeveloped parcels with high ecological value.
- CA-3: Developed residential land and existing/planned parkland that are visible from the river.
- CA-4: Historic downtown and river crossing commercial areas (not in Minneapolis and St. Paul).
- CA-5: Land that is not visible from the river.
- CA-6: Commercial, institutional, and industrial mixed-use areas as well as existing/planned parklands.
- CA-7: Urban core of Minneapolis and St. Paul.

MRCCA Boundary
Municipal Boundaries

Note: Please see draft rules for full descriptions of each district.



Proposed Rules Relating to Mississippi River Corridor Critical Area

Explanation of commentary: Comments describe what is contained in each rule section and highlight selected provisions. The commentary also identifies provisions that are problematic due to incorrect references or poor wording.

Draft Rules	Commentary
<p>PART 6106.0010 POLICY</p> <p>It is in the interest of present and future generations to preserve and enhance the natural, aesthetic, cultural, and historical values of the Mississippi River corridor within the Twin Cities metropolitan area and protect its environmentally sensitive areas. Accordingly, the commissioner does hereby provide standards and criteria for the preservation, protection, and management of the Mississippi River Corridor Critical Area, as authorized by Minnesota Statutes, chapters 116G, 394, 462, and 473, and by Executive Order 79-19.</p>	<p><i>The policy statement establishes the overall goal of the proposed rules as authorized by state laws.</i></p>
<p>PART 6106.0020 PURPOSE</p> <p>In furtherance of the policies declared in Minnesota Statutes, chapters 116G, 394, 462, and 473, and Executive Order 79-19, the commissioner provides the following minimum standards and criteria for the subdivision, use, and development of land within the Mississippi National River and Recreation Area, which is designated the Mississippi River Corridor Critical Area. The purposes of the minimum standards and criteria are to:</p> <ol style="list-style-type: none"> A. protect and preserve the Mississippi River and adjacent lands that the legislature finds to be unique and valuable state and regional resources for the benefit of the health, safety, and welfare of the citizens of the state, region, and nation; B. prevent and mitigate irreversible damages to these state, regional, and national resources; C. preserve and enhance the natural, aesthetic, cultural, and historical values of the Mississippi River and adjacent lands for public use and benefit; D. protect and preserve the Mississippi River as an essential element in the national, state, and regional transportation, sewer and water, and recreational systems; and E. protect and preserve the biological and ecological functions of the Mississippi River corridor. 	<p><i>This part lays out the goals of the rules. MS 116G.15 designates the Mississippi National River Recreation Area (MNRRRA) as a state critical area per the Critical Areas Act and identifies these five purpose statements, which come directly from EO 79-19 and MS 116G.15.</i></p>
<p>PART 6106.0030 SCOPE</p> <p>Subpart 1. Applicability. The standards and criteria for the Mississippi River Corridor Critical Area established in parts 6106.0010 to 6106.0150 pertain to public waters and to public and private lands within the river corridor boundary established by Executive Order 79-19.</p> <p>Subp. 2. Government actions. The state and all local governments, including councils, commissions, boards, districts, departments, and</p>	<p><i>This part describes the physical land area covered by the rules, the general roles and responsibilities of agencies in furthering the purpose of the rules, and the applicability of other regulations within the MRCCA.</i></p> <p><i>This subpart requires all state and local units of government with jurisdiction in the MRCCA to act in accordance with these rules.</i></p>

Draft Rules	Commentary
<p>other public authorities, shall exercise their powers so as to further the purposes of parts 6106.0010 to 6106.0150.</p> <p>Subp. 3. State land. Land owned by the state and its agencies and subdivisions shall be administered according to parts 6106.0010 to 6106.0150.</p> <p>Subp. 4. Conflicting standards. In case of a conflict between this chapter and any other rule, the more protective provision applies.</p> <p>Subp. 5. Local determination.</p> <p>A. Local governments may determine whether to administer the Minnesota statewide shoreland management standards in parts 6120.2500 to 6120.3900 within the Mississippi River Corridor Critical Area.</p> <p>B. Local governments may determine whether to administer the Minnesota wild, scenic, and recreational river rules in parts 6105.0010 to 6105.0250 and 6105.0800 to 6105.0960 within the Mississippi River Corridor Critical Area.</p> <p>Subp. 6. Superseding standards. Specific standards found in this chapter supersede Executive Order 79-19 and parts 4410.8100 to 4410.9910 for management of the Mississippi River Corridor Critical Area.</p>	<p><i>Subpart 5 was added at the request of local governments to reduce complexity and confusion on overlapping regulations. It gives local governments the option of discontinuing administration of statewide Shoreland Management within the MRCCA.</i></p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><i>Item 5.B is no longer relevant. Dayton and Ramsey were the only two local governments within the Wild & Scenic designated portion of the Mississippi River, and both were removed from this designation by the Legislature in 2012.</i></p> </div>
<p>PART 6106.0040 SEVERABILITY</p> <p>Minnesota Statutes, section 645.20, applies to this chapter.</p>	<p><i>Severability means that if particular elements of these rules are found to be unconstitutional, the remaining provisions will continue in force as law. This is a standard clause of all rules and ordinances.</i></p>
<p>PART 6106.0050 DEFINITIONS</p> <p>Subpart 1. Scope of terms and measurement of distances. For the purposes of parts 6106.0010 to 6106.0150, the terms used have the meaning given in this part. All distances, unless otherwise specified, are measured horizontally.</p> <p>Subp. 2. Access path. "Access path" means an area designated to provide ingress and egress to public waters.</p> <p>Subp. 3. Accessory structure. "Accessory structure" means a building, structure, or improvement subordinate to and on the same lot as the principal structure or use, including sheds, storage shelters, gazebos, hot tubs, swimming pools, pole buildings, detached garages, decks, patios, and other similar structures.</p> <p>Subp. 4. Adjacent. "Adjacent" means having a boundary that physically touches or adjoins.</p> <p>Subp. 5. Aggregate extraction. "Aggregate extraction" means removal of stone, sand, gravel, or other material from the land for commercial, industrial, or governmental purposes.</p>	<p><i>Eighty-seven definitions are included in this part. Of these terms and definitions:</i></p> <ul style="list-style-type: none"> • <i>19 refer to or are derived from Minnesota Statutes, section 116G and/or Executive Order 79-19, including: adjacent; barge fleeting area; barge slip; bluffline; developer; development; development permit; discretionary action; essential services; local government; Metropolitan plans, guides, and standards; MUSA; off-premise general advertising signs; parcel; public transportation facilities; public safety facilities; setback; steep slopes; and transmission services.</i> • <i>23 refer to existing terms and definitions in other state statutes or another chapter of rule, including: agricultural use; conditional use; conservation easement; dock; feedlot; floodplain; interim use; lot; marina; mooring facility; nonconformity; ordinary high water level; plat; port; public waters; shoreland;</i>

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Subp. 6. **Aggregate mining.** "Aggregate mining" means construction, reconstruction, repair, relocation, expansion, or removal of any facility for the extraction, stockpiling, storage, disposal, or reclamation of nonmetallic minerals. Aggregate mining does not include ancillary facilities such as access roads, bridges, culverts, and water level control structures. For purposes of this subpart, "facility" includes all mine pits, quarries, stockpiles, basins, and any structures that drain or divert public waters to allow mining.

Subp. 7. **Agricultural use.** "Agricultural use" has the meaning given under Minnesota Statutes, chapter 40A.

Subp. 8. **Barge fleeting.** "Barge fleeting" means temporarily parking and securing barges on the river, on or off channel, while tows are assembled or broken up.

Subp. 9. **Bioengineering.** "Bioengineering" means use of living and nonliving plant materials, in combination with natural and synthetic support materials, for slope stabilization, erosion reduction, and vegetative establishment.

Subp. 10. **Bluff.** "Bluff" means a natural topographic feature having all of the following characteristics:

- A. a slope that rises at least 25 feet above the ordinary high water level or toe of the bluff; and
- B. the grade of the slope from the ordinary high water level or toe of the bluff to the top of the bluff averages 30 percent or greater.

Subp. 11. **Bluff impact zone.** "Bluff impact zone" means land on and within 20 feet of the bluff.

Subp. 12. **Bluffline.** "Bluffline" means a line delineating the top of the bluff. More than one bluffline may be encountered proceeding landward from the river.

Subp. 13. **Buffer.** "Buffer" means land that is used to protect adjacent lands and public waters from development and more intensive land uses. The land is kept in a natural state that provides ecological services such as filtering runoff, controlling nutrient movement, and protecting fish and wildlife habitat. In areas of agricultural use, the land is used for less intensive agricultural purposes.

Subp. 14. **Buildable area.** "Buildable area" means the area upon which structures may be placed on a lot or parcel of land and excludes areas needed to meet setback requirements, rights-of-way, bluff impact zones, slope preservation zones, historic sites, wetlands, designated floodways, land below the ordinary high water level of public waters, and other unbuildable areas.

Subp. 15. **Certificate of compliance.** "Certificate of compliance" means a document, written after a compliance inspection, certifying that

stormwater; subdivision; subsurface sewage treatment system; variance; wetland; and wharf.

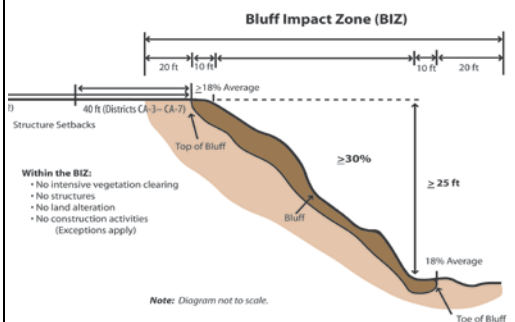
- *the remaining definitions are new and clarify concepts useful in administering the rules.*

The bluff definition is consistent with that in the statewide Shoreland Management rules.

A bluff is a natural feature in contrast to man-made features such as highway embankments and road ditches.

Bluff impact zone is the same definition used in the state shoreland rules.

Bluffline is used for measuring structure setbacks.



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development is in compliance with applicable requirements at the time of the inspection.

Subp. 16. **Commissioner.** "Commissioner" means the commissioner of natural resources.

Subp. 17. **Conditional use.** "Conditional use" has the meaning given under Minnesota Statutes, chapters [394](#) and [462](#)

Subp. 18. **Conservation easement.** "Conservation easement" has the meaning given under Minnesota Statutes, chapter [84C](#).

Subp. 19. **Conservation subdivision.** "Conservation subdivision" means a pattern of subdivision that is characterized by the grouping of lots within a portion of a parcel, where the remaining portion of the parcel is permanently protected as open space. Site designs incorporate standards for low impact development.

Subp. 20. **Conventional subdivision.** "Conventional subdivision" means a pattern of subdivision that is characterized by lots that are spread regularly throughout a parcel in a lot and block design.

Subp. 21. **Deck.** "Deck" means a horizontal, unenclosed, aboveground level structure, with or without attached railings, seats, trellises, or other features, attached or functionally related to a principal use or site.

Subp. 22. **Developer.** "Developer" has the meaning given under Minnesota Statutes, section [116G.03](#).

Subp. 23. **Development.** "Development" has the meaning given under Minnesota Statutes, section [116G.03](#)

Subp. 24. **Discretionary action.** "Discretionary action" means an action related to land use that requires a public hearing, such as preliminary subdivision proposals, final subdivision plats, planned unit developments, conditional use permits, interim use permits, variances, appeals, and rezonings.

Local governments asked for clarification on which actions fall under "discretionary actions".

Subp. 25. **Dock.** "Dock" has the meaning given under chapter [6115](#).

Subp. 26. **Dwelling unit.** "Dwelling unit" means a structure or portion of a structure or other shelter designed as short- or long-term living quarters for one or more persons, including rental or timeshare accommodations such as motels, hotels, and resort rooms and cabins.

Subp. 27. **Electric power facilities.** "Electric power facilities" means equipment and associated facilities for generating electric power or devices for converting wind energy to electrical energy as identified and defined under Minnesota Statutes, chapter [216E](#).

Subp. 28. **Essential services.** "Essential services" means underground or overhead gas, electrical, communications, steam, or water distribution, collection, supply, or disposal systems. Essential services include poles, wires, mains, drains, pipes, conduits, cables, fire alarm boxes, traffic

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signals, hydrants, or other similar equipment and accessories in conjunction with the systems, but do not include buildings, wastewater treatment works as defined in Minnesota Statutes, chapter [115](#), or electrical generation and transmission services.

Subp. 29. **Feedlot.** "Feedlot" has the meaning given for animal feedlots under chapter [7020](#).

Subp. 30. **Floodplain.** "Floodplain" has the meaning given under chapter [6120](#).

Subp. 31. **Historic site.** "Historic site" means an archaeological site, standing structure, site, district, or other property that is:

- A. listed in the National Register of Historic Places or the State Register of Historic Sites or locally designated as a historic site;
- B. determined to meet the criteria for eligibility to the National Register of Historic Places or the State Register of Historic Sites after review by the state archeologist or the director of the Minnesota Historical Society; or
- C. an unplatted cemetery that falls under the provisions of Minnesota Statutes, chapter 307.

Subp. 32. **Impervious surface.** "Impervious surface" means a constructed hard surface that either prevents or retards the entry of water into the soil and causes water to run off the surface in greater quantities and at an increased rate of flow than prior to development. Examples include rooftops, decks, sidewalks, patios, parking lots, storage areas, and driveways, including those with concrete, asphalt, or gravel surfaces, and riprap and other hard armoring.

Local governments asked for clarification on what surfaces were considered "impervious".

Subp. 33. **Intensive vegetation clearing.** "Intensive vegetation clearing" means removal of trees or shrubs in a contiguous patch, strip, row, or block.

Subp. 34. **Interim use.** "Interim use" has the meaning given under Minnesota Statutes, chapters [394](#) and [462](#).

Subp. 35. **Land alteration.** "Land alteration" means an activity that exposes the soil or changes the topography, drainage, or cross section of the land, excluding gardening or similar minor soil disturbances.

Subp. 36. **Local government.** "Local government" means counties, municipalities, and townships and all agencies, boards, commissions, councils, and departments thereof.

Subp. 37. **Lot.** "Lot" has the meaning given under chapter [6120](#).

Subp. 38. **Lot width.** "Lot width" means the shortest distance between lot lines measured at both the ordinary high water level and at the required structure setback from the ordinary high water level for riparian lots. For nonriparian lots, the lot width is the shortest distance between side lot lines as measured at the midpoint of the longest axis

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Commentary

of the lot.

Subp. 39. **Marina.** "Marina" has the meaning given under chapter [6115](#).

Subp. 40. **Metropolitan urban service area.** "Metropolitan urban service area" means the area in which the Metropolitan Council ensures that regional services and facilities under the council's jurisdiction are provided.

Subp. 41. **Mooring facility.** "Mooring facility" has the meaning given under chapter [6115](#).

Subp. 42. **Native plant.** "Native plant" means a plant that is indigenous to a particular region. In Minnesota, a plant is considered native if the plant occurred in the state at the time of the public land survey, from 1847 to 1907.

Subp. 43. **Natural state.** "Natural state" means that the condition, composition, and diversity of the plant community is substantially unaltered by humans or that restoration has been consistent with the commissioner's guidelines or the local government's approved plan.

Subp. 44. **Nonconformity.** "Nonconformity" has the meaning given under Minnesota Statutes, chapters [394](#) and [462](#).

Subp. 45. **Nonriparian lot.** "Nonriparian lot" means a lot that does not abut public waters.

Subp. 46. **Off-premise advertising signs.** "Off-premise advertising signs" means those signs that direct attention to a product, service, business, or entertainment venue that is not exclusively related to the premises where the sign is located.

Subp. 47. **Ordinary high water level.** "Ordinary high water level" has the meaning given under Minnesota Statutes, section [103G.005](#).

Subp. 48. **Parcel.** "Parcel" means a quantity of land capable of being described with such definiteness that its location and boundaries may be established, which is designated by its owner or developer as land to be used or developed as a unit or which has been used or developed as a unit.

Subp. 49. **Patio.** "Patio" means a constructed hard surface located at ground level.

Subp. 50. **Planned unit development.** "Planned unit development" means a method of land use or development characterized by a unified site design for a number of dwelling units or dwelling sites on a parcel and by a mix of structure types and land uses. Planned unit development includes any conversion of existing structures and land uses that utilize this method of development.

Subp. 51. **Plat.** "Plat" has the meaning given under Minnesota Statutes, chapters [505](#) and [515B](#).

This definition is based on the PUD definition in the Shoreland Management rules, but makes no distinction between residential and commercial planned unit developments or types of structures. The definition also replaces the term "clustering" from EO-79-19.

Draft Rules	Commentary
<p>Subp. 52. Port. "Port" means a water transportation complex established and operated under the jurisdiction of a port authority according to Minnesota Statutes, chapter 458.</p> <p>Subp. 53. Primary conservation areas. "Primary conservation areas" means key resources and features according to Minnesota Statutes, section 116G.15, subdivision 4, paragraph (b), and includes shore impact zones, bluff impact zones, slope preservation zones, floodplains, wetlands, gorges, areas of confluence with key tributaries, natural drainage routes, unstable soils and bedrock, significant existing vegetative stands, tree canopies, native plant communities, scenic views and vistas, cultural and historic sites and structures, and publicly owned parks, trails, and open spaces.</p> <p>Subp. 54. Professional engineer. "Professional engineer" means an engineer licensed to practice in Minnesota.</p> <p>Subp. 55. Project area. "Project area" means a parcel in its entirety as proposed for development.</p> <p>Subp. 56. Public recreational facilities. "Public recreational facilities" means recreational facilities provided by the state or a local government or dedicated to public use, including scenic overlooks, observation platforms, trails, docks, fishing piers, picnic shelters, water access ramps, and other similar water-oriented public facilities used for recreation. Public recreational facilities do not include buildings.</p> <p>Subp. 57. Public safety facilities. "Public safety facilities" means hydrants, fire alarm boxes, street lights, railway crossing signals, navigational structures and other aviation safety facilities, and similar facilities and accessories, but does not include buildings.</p> <p>Subp. 58. Public transportation facilities. "Public transportation facilities" means all transportation facilities provided by the state or a local government or dedicated to public use, such as roadways, transit facilities, railroads, and bikeways.</p> <p>Subp. 59. Public utilities. "Public utilities" means electric power facilities, essential services, and transmission services.</p> <p>Subp. 60. Public waters. "Public waters" has the meaning given under Minnesota Statutes, section 103G.005..</p> <p>Subp. 61. Readily visible. "Readily visible" means development is easily seen from the ordinary high water level of the opposite shore during summer months. This occurs when the river user first looks up at the surrounding landscape and sees the development without having to look hard or long or use any magnification devices.</p> <p>Subp. 62. Resource agency. "Resource agency" means</p> <p>Subp. 63. Retaining walls. "Retaining walls" means vertical or nearly vertical structures constructed of mortar and rubble masonry, rock, or</p>	<p><i>The purpose of this definition is to clearly identify key resources and features to protect as land is developed or redeveloped. The term is used in several parts of the rules, including the standards for subdivision and open space, to ensure that key resources and features are given priority consideration for protection as open space.</i></p> <p><i>"Readily visible" provides a performance standard in response to requests by local governments and other stakeholders to clarify visual standards.</i></p> <div style="border: 1px solid black; padding: 5px; background-color: #f0f0f0;"> <p><i>"Resource agency" was added by the Revisor's Office because it is used in rule text. It needs to be defined.</i></p> </div>

Draft Rules

Commentary

stone regardless of size, vertical timber pilings, horizontal timber planks with piling supports, sheet pilings, poured concrete, concrete blocks, or other durable materials.

Subp. 64. **Riparian lot.** "Riparian lot" means a lot that abuts public waters.

Subp. 65. **Riprap.** "Riprap" means coarse stones, boulders, cobbles, broken rock or concrete, or brick materials placed or constructed to create an irregular surface against the slope of the existing bank of a public water and other steep slopes, very steep slopes, or bluffs.

Subp. 66. **River-dependent commercial and industrial use.** "River-dependent commercial and industrial use" means use of land for commercial or industrial purposes, where access to and use of a surface water feature is an integral part of the normal conductance of business, such as barge facilities, ports, and marinas.

Subp. 67. **Setback.** "Setback" means a separation distance measured horizontally.

Subp. 68. **Shore impact zone.** "Shore impact zone" means land located between the ordinary high water level of public waters and a line parallel to it at a setback of 50 percent of the required structure setback or 50 feet landward of the ordinary high water level in areas of agricultural use.

Subp. 69. **Shoreline facilities.** "Shoreline facilities" means facilities that require a location adjoining public waters for ingress and egress, loading and unloading, and public water intake and outflow, such as barge facilities, port facilities, commodity loading and unloading equipment, watercraft lifts, marinas, short-term watercraft mooring facilities for patrons, and water access ramps. Structures that would be enhanced by a shoreline location, but do not require a location adjoining public waters as part of their function, are not shoreline facilities, such as restaurants, bait shops, and boat dealerships.

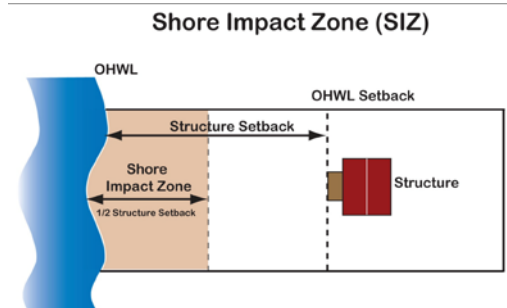
Subp. 70. **Shoreline recreational use area.** "Shoreline recreational use area" means the area within the shore impact zone where vegetation in a natural state need not exist.

Subp. 71. **Slope preservation zone.** "Slope preservation zone" means land on and within 20 feet of a very steep slope.

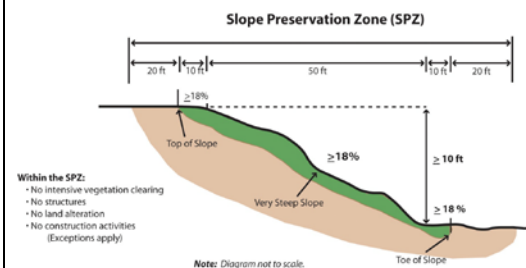
Subp. 72. **Steep slope.** "Steep slope" means a natural topographic feature with an average slope of 12 to 18 percent, measured over a horizontal distance equal to or greater than 50 feet.

Subp. 73. **Storm water.** "Storm water" has the meaning given under chapter [7090](#).

Subp. 74. **Structure.** "Structure" means a building, sign, or appurtenance thereto, except for aerial or underground utility lines, such as sewer, electric, telephone, telegraph, or gas lines, including



Shoreline facilities are river-dependent and need a riverfront location, consistent with the economic purposes of the river corridor as described in EO 79-19. The term is used in several parts of the draft rules, including the design standards for river-dependent commercial and industrial uses, and the list of exceptions to OHWL setbacks.



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<p>towers, poles, and other supporting appurtenances.</p> <p>Subp. 75. Subdivision. "Subdivision" has the meaning given under Minnesota Statutes, chapter 462.</p> <p>Subp. 76. Subsurface sewage treatment system. "Subsurface sewage treatment system" has the meaning given under chapter 7080.</p> <p>Subp. 77. Suitable area. "Suitable area" means the area remaining on a lot or parcel of land after shore impact zones, bluff impact zones, slope preservation zones, roads and rights-of-way, historic sites, wetlands, designated floodways, and land below the ordinary high water level are excluded.</p> <p>Subp. 78. Toe of the bluff. "Toe of the bluff," as associated with a bluff, means the lower point of the lowest horizontal ten-foot segment with an average slope exceeding 18 percent.</p> <p>Subp. 79. Toe of the slope. "Toe of the slope" means the lower point of the lowest horizontal ten-foot segment with an average slope exceeding 18 percent.</p> <p>Subp. 80. Top of the bluff. "Top of the bluff," as associated with a bluff, means the higher point of the highest horizontal ten-foot segment with an average slope exceeding 18 percent.</p> <p>Subp. 81. Top of the slope. "Top of the slope" means the higher point of the highest horizontal ten-foot segment with an average slope exceeding 18 percent.</p> <p>Subp. 82. Transmission services. "Transmission services" means:</p> <ul style="list-style-type: none"> A. electric power lines, cables, pipelines, or conduits that are: (1) used to transport large blocks of power between two points, as identified and defined under Minnesota Statutes, chapter 216; and (2) for mains or pipelines for gas, liquids, or solids in suspension, used to transport large amounts of gas, liquids, or solids in suspension between two points; and B. telecommunication lines, cables, pipelines, or conduits. <p>Subp. 83. Variance. "Variance" has the meaning given under Minnesota Statutes, chapters 394 and 462.</p> <p>Subp. 84. Very steep slope. "Very steep slope" means a natural topographic feature having all of the following characteristics:</p> <ul style="list-style-type: none"> A. the slope rises at least ten feet above the ordinary high water level or toe of the slope; and B. the grade of the slope from the ordinary high water level or toe of the slope to the top of the slope averages 18 percent or greater. <p>Subp. 85. Water access ramp. "Water access ramp" means a ramp, road, or other conveyance that allows launching and removal of a boat</p>	<p><i>Protection of slopes over 18% was required by EO 79-19</i></p>

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<p>with a vehicle and trailer.</p> <p>Subp. 86. Water-oriented accessory structure. "Water-oriented accessory structure" means a small building or other improvement, except stairways, fences, docks, and retaining walls, that, because of the relationship of its use to public waters, reasonably needs to be located closer to public waters than the normal structure setback. Examples include gazebos, screen houses, fish houses, pump houses, and detached decks and patios.</p> <p>Subp. 87. Wetlands. "Wetlands" has the meaning given under Minnesota Statutes, section 103G.005.</p> <p>Subp. 88. Wharf. "Wharf" has the meaning given under chapter 6115.</p>	<p><i>This term identifies structures that are commonly constructed closer to the river than most structures. These types of accessory structures are listed as an exception to OHWL setbacks in the dimensional standards.</i></p>
<p>PART 6106.0060 ADMINISTRATION</p>	<p><i>This part lays out the specific roles, responsibilities, and procedures for administering the rules. Many provisions are relatively unchanged from MS 116G.15, EO 79-19 and/or MR 4410.</i></p>
<p>Subpart 1. Terms and time frames. For the purposes of this part:</p> <ul style="list-style-type: none"> A. the terms "plan," "ordinance," and "plan and ordinance" mean Mississippi River Corridor Critical Area plans and ordinances, and updates or amendments thereto, prepared to implement parts 6106.0010 to 6106.0150; B. if plans and ordinances prepared under item A refer to underlying land use or zoning, then the underlying land use and zoning documents must be submitted and considered in combination with these plans and ordinances, and together must substantially comply with parts 6106.0010 to 6106.0150; and C. time frames are measured in calendar days. 	<p><i>This subpart clarifies which plans and ordinances are affected by these rules, the role that underlying zoning plays, and the timeframes for specific actions.</i></p> <p><i>"Plans" refer to those elements of each city's comprehensive plan (or stand-alone plan) that deal with land use within the MRCCA.</i></p> <p><i>"Ordinances" are those ordinances that specifically regulate land use activity within the MRCCA.</i></p> <p><i>This clarification in timeframes was requested by local governments.</i></p>
<p>Subp. 2. Responsibilities and authorities. The standards and criteria for the Mississippi River Corridor Critical Area established in parts 6106.0010 to 6106.0150 must be adhered to by:</p> <ul style="list-style-type: none"> A. the commissioner for reviewing and approving plans and ordinances and reviewing discretionary actions; B. the Metropolitan Council for reviewing plans and ordinances; C. local governments when preparing, updating, or amending plans and ordinances and reviewing and approving discretionary actions; and D. state and regional agencies for permit regulation and plan development within an agency's jurisdiction. 	<p><i>This subpart explains the roles and responsibilities of the DNR, the Metropolitan Council, and local units of government. These three bodies have distinct responsibilities related to plans, ordinances and discretionary actions. (Discretionary actions refer to actions requiring a public hearing.) This is unchanged from EO 79-19.</i></p>
<p>Subp. 3. Substantial compliance. Local governments within the Mississippi River Corridor Critical Area shall adopt, administer, and enforce plans and ordinances in substantial compliance with parts</p>	<p><i>This subpart states that local governments are responsible for implementing these rules on the ground. This is unchanged from</i></p>

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<p>6106.0010 to 6106.0150. Plans and ordinances must be submitted to the Metropolitan Council for review and must be approved by the commissioner before they are adopted as provided under subpart 11.</p>	<p><i>EO 79-19.</i></p> <p><i>The concept of “substantial compliance” is new to the MRCCA and provides local governments with flexibility to negotiate methods that satisfy the purpose of the rules without being in strict conformance with the rules. The method for pursuing flexibility is covered in subpart 11, item J, below.</i></p> <p><i>This approach to flexibility is used in the state shoreland rules.</i></p>
<p>Subp. 4. Greater restrictions.</p> <p>Nothing in parts 6106.0010 to 6106.1050 shall be construed as prohibiting or discouraging a local government from adopting and enforcing plans and ordinances that are more restrictive than parts 6106.0010 to 6106.0150.</p>	<p><i>This subpart clarifies that local governments may adopt regulations that are stricter than the rules. This clarification was sought by local governments and other stakeholders.</i></p>
<p>Subp. 5. Adoption schedule.</p> <p>A. In consultation with the Metropolitan Council, the commissioner shall prepare a notification schedule for local governments to prepare or amend plans and ordinances.</p> <p>B. Within the time frames provided under subpart 11, local governments must prepare or amend plans and ordinances to substantially comply with parts 6106.0010 to 6106.0150.</p> <p>C. All plans and ordinances adopted by local governments pursuant to Executive Order 79-19 and chapters 6105 and 6120 that are in existence on the effective date of this chapter remain in effect and shall be enforced until plans and ordinances are amended in substantial compliance with parts 6106.0010 to 6106.0150, approved by the commissioner, and adopted by the local government as provided under subpart 11.</p> <p>D. Where a local government has not adopted plans and ordinances, development shall continue to be governed by the interim development regulations in Executive Order 79-19, until such time as plans and ordinances that substantially comply with parts 6106.0010 to 6106.0150 are approved by the commissioner and adopted by the local government as provided under subpart 11.</p> <p>E. The adoption of plans and ordinances in substantial compliance with parts 6106.0010 to 6106.0150 do not in any way limit or modify the rights of a person to complete a development that is authorized as provided under Minnesota Statutes, section 116G.13.</p>	<p><i>This subpart clarifies that, once promulgated, these rules won’t take effect immediately; local governments won’t be required to prepare or amend plans and ordinances until notified by DNR, and will be given a reasonable amount of time to do so. Existing local plans and ordinances remain in effect until new plans and ordinances are approved by the DNR.</i></p> <p><i>Item D pertains to the cities of Brooklyn Center and Hastings, which currently do not have approved MRCCA ordinances in place and are subject to the interim development regulations in EO-79-19.</i></p> <p><i>Item E clarifies that land use applications and projects approved by a local government prior to the adoption of ordinances for compliance with this rule may be completed as approved.</i></p>
<p>Subp. 6. Duties of commissioner.</p> <p>A. The commissioner must consult with the United States Army</p>	<p><i>This subpart details the specific duties of the DNR in administering the rules.</i></p>

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<p>Corps of Engineers, National Park Service, Metropolitan Council, and other agencies and local governments to ensure that the Mississippi River Corridor Critical Area is managed as a multipurpose resource in a way that:</p> <ol style="list-style-type: none"> (1) conserves the scenic, environmental, recreational, mineral, economic, cultural, and historic resources and functions of the river corridor; (2) maintains the river channel for transportation by providing and maintaining barging and fleeting areas in appropriate locations consistent with the character of the Mississippi River and riverfront; (3) provides for the continuation and development of a variety of urban areas, including industrial, commercial, and residential uses, where appropriate, within the Mississippi River Corridor Critical Area; (4) utilizes certain reaches of the river as a source of water supply and as a receiving water for properly treated sewage, storm water, and industrial waste effluents; and (5) protects and preserves the biological and ecological functions of the Mississippi River Corridor Critical Area. <p>B. The commissioner shall provide advice and assistance to local governments and agencies in the Mississippi River Corridor Critical Area during the development, adoption, administration, and enforcement of plans and ordinances, consistent with the purposes in part 6106.0020, and specifically shall:</p> <ol style="list-style-type: none"> (1) develop model ordinances; (2) review and approve final draft plans and ordinances before adoption by a local government as provided under subpart 11. If requested by a local government, the commissioner shall review preliminary draft plans and ordinances and provide comments to assist the local government in complying with parts 6106.0010 to 6106.0150; and (3) consult with agencies identified in subpart 10 to ensure that the agencies administer lands and programs under the agencies' jurisdictions consistent with parts 6106.0010 to 6106.0150. <p>C. To aid in the fulfillment of the state's role to preserve and protect the Mississippi River Corridor Critical Area and to monitor the administration and enforcement of Mississippi River Corridor Critical Area ordinances, the commissioner may:</p> <ol style="list-style-type: none"> (1) review decisions concerning discretionary actions under Mississippi River Corridor Critical Area 	<p><i>This item states that the DNR must consult with other agencies and LGUs to ensure the corridor is managed as a multipurpose resource.</i></p> <p><i>Item B outlines how the DNR will assist local governments in complying with the rules.</i></p> <p><i>Item C outlines options the DNR may use to assess and improve local government performance in administering the rules.</i></p>

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<p>ordinances;</p> <ul style="list-style-type: none"> (2) evaluate local government actions and overall implementation and enforcement of Mississippi River Corridor Critical Area ordinances to ensure compliance with the state's minimum standards and criteria; (3) periodically report to local governments on potential deficiencies and achievements; (4) develop model plans; (5) develop materials for local governments to use in educational and marketing efforts that encourage the use of best management practices specified in parts 6106.0010 to 6106.0150; (6) develop model mitigation measures or systems for common conditions for local governments to use as provided under subpart 17; and (7) develop training programs for parts 6106.0010 to 6106.0150 and for the use of model ordinances. <p>D. If, after review, the commissioner determines that a local government has failed to adopt, administer, or enforce plans and ordinances in substantial compliance with parts 6106.0010 to 6106.0150, the commissioner may:</p> <ul style="list-style-type: none"> (1) adopt plans and ordinances for a local government that has failed to do so as provided under subpart 11, item G; (2) appeal the actions of a local government to the courts as provided under Minnesota Statutes, chapters 116G, 394, and 462, as applicable; (3) reduce or eliminate a local government's eligibility for grant programs administered by the commissioner; and (4) initiate judicial proceedings to compel specific performance by a local government of any duty required under parts 6106.0010 to 6106.0150 or under any plans and ordinances adopted according to parts 6106.0010 to 6106.0150. <p>The commissioner may seek reimbursement from the local government for any costs incurred to implement item D, subitem (1).</p>	<p><i>Item D outlines options the DNR may use to enforce local government compliance with the rules.</i></p>
<p>Subp. 7. Duties of Metropolitan Council. The Metropolitan Council must:</p> <ul style="list-style-type: none"> A. incorporate the standards and criteria in parts 6106.0010 to 6106.0150 into the council's planning processes; B. work with local governments and the commissioner to ensure that the standards and criteria in parts 6106.0010 to 106.0150 are being adopted and implemented; C. be the lead agency to coordinate the preparation, submission, 	<p><i>Duties of the Met Council are described in this subpart. The Met Council is responsible for reviewing plans and ordinances and providing recommendations to the DNR for approval of plans and ordinances. These duties are unchanged from EO 79-19.</i></p>

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<p>review, and modification of plans and ordinances that are prepared by local governments as provided under subpart 11; and</p> <p>D. provide written comments and recommendations to the commissioner on all proposed plans and ordinances submitted by local governments, within the time frames provided under subpart 11, item B.</p>	
<p>Subp. 8. Duties of local governments. Local governments must:</p> <p>A. prepare or amend plans and ordinances to meet or exceed the minimum standards and criteria in parts 6106.0010 to 6106.0150 and as provided under subpart 11;</p> <p>B. submit proposed plans and ordinances that affect lands within the boundaries of the Mississippi River Corridor Critical Area to the Metropolitan Council for review and subsequent review and approval by the commissioner, before adoption as provided under subpart 11;</p> <p>C. adopt, administer, and enforce plans and ordinances as provided under subpart 3;</p> <p>D. send notice of public hearings to consider plans and ordinances and development requiring discretionary action affecting lands within the boundaries of the Mississippi River Corridor Critical Area to the following parties so that the parties receive the notice at least ten days before the public hearing:</p> <ol style="list-style-type: none"> (1) the commissioner, in a format prescribed by the commissioner. Notices to the commissioner for discretionary actions must also include a copy of the completed application, the site plan as provided under subpart 13, and any other relevant information; (2) the National Park Service; and (3) adjoining local governments, including those with overlapping jurisdiction and those across the river; and <p>E. send notice of final decisions for actions under item D, including findings of fact, within ten days following the final decision, to those parties listed under and in the manner prescribed by item D.</p>	<p><i>This subpart outlines LGU responsibilities:</i></p> <ul style="list-style-type: none"> • <i>Updating plans and policies for consistency with the rules.</i> • <i>Updating ordinances for consistency with the rules</i> • <i>Reviewing and approving discretionary actions consistent with their ordinance and plans.</i> <p><i>Item D details the specific notification requirements.</i></p> <p><i>Local governments requested that notification of adjoining local governments be added to the notification list.</i></p> <p><i>Notification within 10 days of action is required by MS 116G.15.</i></p>
<p>Subp. 9. Duties of townships and counties.</p> <p>A. According to subpart 8, townships must prepare or amend plans and ordinances in substantial compliance with parts 6106.0010 to 6106.0150, under the authority of Minnesota Statutes, chapters 394, 462, and 473.</p> <p>B. According to subpart 8, counties must prepare or amend plans, and may prepare ordinances in substantial compliance</p>	<p><i>This subpart applies to four townships (Denmark, Grey Cloud Island, Nininger, and Ravenna) and two counties (Washington and Dakota) that have land use authority within the MRCCA. It describes the responsibilities and notification requirements of townships and counties.</i></p>

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<p>with parts 6106.0010 to 6016.0150, under the authority of Minnesota Statutes, chapters 394 and 473. If a county has adopted ordinances under this part:</p> <ol style="list-style-type: none"> (1) a township's plan and ordinances must be consistent with or more restrictive than the plan and ordinances adopted by the county in which the township is located as provided under Minnesota Statutes, chapter 394; (2) a township must provide for administration and enforcement of Mississippi River Corridor Critical Area ordinances in a manner that is at least as effective as the respective county's implementation; and (3) a township may adopt a county's ordinances by reference. 	<p><i>Township regulations must be at least as restrictive as the counties they are in.</i></p> <p><i>Since a county and township may have concurrent or overlapping jurisdiction, a township could adopt a county's ordinance by reference.</i></p>
<p>Subp. 10. Duties of other agencies.</p> <p>An agency owning and managing lands within the Mississippi River Corridor Critical Area shall manage the lands under the agency's ownership consistent with parts 6106.0010 to 6106.0150. For purposes of this subpart, "agency" means the Metropolitan Airports Commission, University of Minnesota, National Park Service, United States Army Corps of Engineers, Department of Natural Resources, Metropolitan Council, Minneapolis Park and Recreation Board, Three Rivers Park District, Department of Transportation, Anoka-Ramsey Community College, watershed management organizations as established under Minnesota Statutes, chapter 103B, watershed districts as established under Minnesota Statutes, chapter 103D, or any other federal, state, or local general or special purpose unit of government.</p>	<p><i>This subpart describes the duties for all special units of government or government agencies. This is unchanged from EO 79-19.</i></p>
<p>Subp. 11. Preparation, review, approval, and adoption of plans and ordinances.</p> <ol style="list-style-type: none"> A. Within one year of notification from the commissioner under subpart 5, local governments must prepare or amend plans and ordinances and formally submit a draft of these documents to the Metropolitan Council and the commissioner for review. Local governments may propose ordinance standards that are not in strict conformity with parts 6106.0010 to 6106.0150 as provided under items J and K. Local governments may submit preliminary draft plans and ordinances to the commissioner for informal review prior to formal submission to the Metropolitan Council. Upon a formal written request from the local government, the commissioner may grant an appropriate extension of time when the commissioner determines that the local government is making a good faith effort to meet the submittal deadline. B. Within 45 days of receiving draft plans and ordinances from 	

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local governments as provided under item A, the Metropolitan Council must review the draft plans and ordinances for consistency with regional objectives, parts 6106.0010 to 6106.0150, and Minnesota Statutes, chapter 116G; submit the council's written evaluation, copies of the draft plans and ordinances reviewed, and any other relevant materials to the commissioner; and provide a copy of the submission to the National Park Service. Upon a formal written request from the Metropolitan Council, the commissioner may grant an appropriate extension of time when the commissioner determines that the Metropolitan Council requires more time for review.

- C. Within 45 days of receiving a written evaluation of draft plans and ordinances from the Metropolitan Council as provided under item B, or revised draft plans and ordinances as provided under item D, the commissioner must review the draft plans and ordinances to determine their consistency with parts 6106.0010 to 6106.0150 and Minnesota Statutes, chapter 116G. Upon completing the review, the commissioner must take one of the following two actions and provide a copy of the decision to the Metropolitan Council and the National Park Service:
 - (1) approve the draft plans and ordinances by written decision and notify the local government; or
 - (2) return the draft plans and ordinances to the local government for modification, with a written explanation of the need for modification as provided under item D.
- D. When the commissioner returns a draft plan and ordinances to the local government for modification, the commissioner must provide a written explanation of the deficiencies of the draft plan and ordinances that need to be corrected by the local government before the commissioner can approve the draft plan and ordinances. Within 60 days of the receipt of the commissioner's written explanation, the local government must revise the draft plan and ordinances consistent with the instructions of the commissioner and resubmit the revised draft plan and ordinances to the commissioner. If requested by the local government or the Metropolitan Council, a final revision need not be made until a formal meeting has been held with the commissioner on the draft plan and ordinances. If, in the opinion of the commissioner, the local government is making a good faith effort to complete the modifications in a timely manner, the commissioner may grant an appropriate extension of time. Upon receiving the revised draft plan and ordinances from the local government, the commissioner shall conduct the review as provided under item C.

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<p>E. Within 45 days of receiving the commissioner's approval of a draft plan and ordinances, the local government must adopt the commissioner-approved draft plan and ordinances and submit a copy of the final adopted plan and ordinances, with evidence of adoption, to the commissioner, the Metropolitan Council, and the National Park Service. Plans and ordinances prepared according to this part become effective when adopted by the local government or upon such date as the commissioner may provide in the written order adopting the plans and ordinances as provided under item G.</p> <p>F. Local governments must enact, for lands within the Mississippi River Corridor Critical Area, only those plans and ordinances that have the written approval of the commissioner. Once in effect, the local government must implement and enforce the commissioner-approved plans and ordinances.</p> <p>G. If a local government fails to prepare and submit a draft plan and ordinances within one year of notification as provided under item A, fails to incorporate modifications that are acceptable to the commissioner as provided under item D, or fails to adopt commissioner-approved plans or ordinances as provided under item E, the commissioner must:</p> <ol style="list-style-type: none"> (1) prepare plans and ordinances in substantial compliance with parts 6106.0010 to 6106.0150 within 90 days of the deadline for preparation or adoption of plans and ordinances as provided under items A to E or the end date of an extension of time approved by the commissioner as provided under item D; (2) conduct a public hearing as provided by Minnesota Statutes, chapter 14, and other statutes as applicable; (3) within 60 days of the conclusion of the public hearing, adopt the plans and ordinances for the local government's portion of the Mississippi River Corridor Critical Area by written order; and (4) give notice of the adopted plans and ordinances to the affected local government, the Metropolitan Council, and the National Park Service. <p>H. Plans and ordinances that have been adopted by the commissioner apply and have the same effect as if adopted by the local government and shall be administered and enforced by the local government. At any time after the preparation and adoption of plans and ordinances by the commissioner, a local government may prepare or amend plans and ordinances according to parts 6106.0010 to 6106.0150. When the plans and ordinances are approved by the commissioner, they supersede the plans and ordinances adopted by the commissioner.</p>	

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<p>I. Local governments may update or amend plans and ordinances that have been approved by the commissioner by resubmitting the plans and ordinances with the recommended changes to the commissioner for consideration. Updates and amendments to plans and ordinances become effective only upon approval by the commissioner in the same manner as for approval of the original plans and ordinances as provided under this subpart.</p> <p>J. Local governments may, under special circumstances and with the commissioner's prior approval, adopt ordinances that are not in strict conformity with parts 6106.0010 to 6106.0150, if the purposes of Minnesota Statutes, section 116G.15, are satisfied. A local government must request the commissioner's consideration of alternative standards and obtain the commissioner's approval before formal submittal of draft ordinances to the Metropolitan Council as provided under item A. A local government requesting ordinance flexibility must submit the following items to the commissioner:</p> <ol style="list-style-type: none"> (1) a detailed description of the proposed alternative standards that are not in strict conformity with parts 6106.0010 to 6106.0150; (2) a demonstration that the alternative standards are consistent with the policies, purposes, and scope of this chapter according to parts 6106.0010 to 6106.0030; (3) a description of the special circumstances that justify the use of alternative standards; (4) input from adjoining local governments, including those with overlapping jurisdiction and those across the river, and the public potentially affected by the alternative standards; and (5) supporting information, maps, and documents, as appropriate, to explain the request to the commissioner. <p>K. Upon receiving a complete request for ordinance flexibility as provided in item J, the commissioner must:</p> <ol style="list-style-type: none"> (1) acknowledge, in writing, receipt of the request and, within 60 days of receipt of the complete request, issue a written decision approving or denying the request. The commissioner and the local government requesting ordinance flexibility may mutually agree to an extension of the 60-day response requirement; and (2) state in writing to the local government the reasons for the approval or denial and, as appropriate, suggest alternative solutions or regulatory approaches that would be acceptable to the commissioner. 	<p><i>This provision, along with item K, provides flexibility to local governments to adopt ordinances that deviate from the rules. Flexibility was requested by local governments to propose their own ordinance to meet the intent of the MRCCA</i></p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><i>Administration of items J and K will require clarification of the special circumstances where deviation from strict conformity will be allowed and development of criteria by which the proposed changes will be evaluated.</i></p> </div>

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<p>adopted under this part; and</p> <p>(2) scaled mapping, dimensional renderings, plans, maintenance agreements, and other materials that identify and describe the following and demonstrate compliance with plans and ordinances, as applicable:</p> <ul style="list-style-type: none"> a) primary conservation areas; b) buildable area and suitable area; c) existing and proposed topography and drainage patterns; d) proposed storm water and erosion and sediment control practices; e) existing and proposed vegetation to be removed and established; f) ordinary high water level, blufflines, and all required setbacks; g) existing and proposed structures; h) existing and proposed impervious surfaces; and i) existing and proposed subsurface sewage treatment systems. 	<div style="border: 1px solid black; padding: 5px;"> <p><i>Clarify this subpart by identifying the specific permits where site plans are required, instead of referring to the rule parts. The rules “require” three permits:</i></p> <ul style="list-style-type: none"> • Land disturbance > 250 sf • Work below OHWL • Work in the BIZ, SIZ, or SPZ </div>
<p>Subp. 14. Nonconformities.</p> <ul style="list-style-type: none"> A. Notwithstanding item B, nonconformities are regulated by local governments consistent with Minnesota Statutes, chapters 394.36 and 462.357. B. Expansion of nonconforming structures may be permitted if the expansion does not increase the degree of nonconformity and provided that any expansion of a nonconforming structure that increases the horizontal or vertical riverward structure face are not allowed unless it can be demonstrated that the expansion will not be readily visible. 	<p><i>This subpart references Minnesota Law (MS 394.36 for counties and MS 462.357 for cities) that grant rights to continue using nonconforming uses, structures, and properties. The rule allows structures that are nonconforming due to setback to be expanded as long as the expansion does not increase the nonconformity.</i></p>
<p>Subp. 15. Conditional and interim use permits.</p> <ul style="list-style-type: none"> A. In addition to meeting the requirements of Minnesota Statutes, chapters 394 and 462, local ordinances must incorporate standards for the review of conditional and interim use permits required by parts 6106.0090 to 6106.0150. Local government review must evaluate potential impacts on the resources and features identified in Minnesota Statutes, section 116G.15, subdivision 4, paragraph (b). B. When evaluation and assessment identify an impact under item A, then the issuance of a conditional or interim use permit must include conditions for mitigation according to subpart 17. C. Interim use permits must require compliance with plans and ordinances adopted under this part. 	<div style="border: 1px solid black; padding: 5px;"> <p><i>Poor wording makes intent unclear. Recommend rewriting this subpart to clarify intent. The intent is to require standards for evaluating CUP and IUP applications in the MRCCA and to require mitigation in situations where these permits affect MRCCA resources. The rules require a CUP or IUP for only one use-mining. Otherwise, this subpart applies to activities that LGUs regulate through their required CUPs and IUPs.</i></p> </div>

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<p>Subp. 16. Variances.</p> <p>A. A local government shall consider variances consistent with Minnesota Statutes, chapters 394 and 462.</p> <p>B. Variances must require mitigation as provided under subpart 17.</p>	<p><i>This subpart states that variances require mitigation.</i></p>
<p>Subp. 17. Mitigation.</p> <p>A. Mitigation is required for:</p> <ol style="list-style-type: none"> (1) a variance granted to ordinances adopted under this part; and (2) a conditional or interim use permit granted pursuant to ordinances adopted under parts 6106.0090 to 6106.0150. <p>B. Mitigation must be proportional to the impact of the project on the resources and features identified in Minnesota Statutes, section 116G.15, subdivision 4, paragraph (b).</p> <p>C. Mitigation must include one or more of the following measures as determined necessary by the local government:</p> <ol style="list-style-type: none"> (1) increased setbacks from the ordinary high water level and blufflines; (2) voluntary dedication of public access or trails; (3) modifications to structure or facility design or location to minimize the impact; (4) voluntary conservation easements to protect the shore impact zone, bluff impact zone, slope preservation zone, or other buffers; (5) restoration of native vegetation on the site; (6) limiting storm water runoff and directing it away from bluffs, steep slopes, and very steep slopes; (7) restoration of areas within the shore impact zone, bluff impact zone, slope preservation zone, wetlands, floodplains, or buffers to a natural state; (8) use of low-impact development storm water management as provided under Minnesota Statutes, section 115.03, subdivision 5c, to manage the rate and volume of storm water runoff to predevelopment conditions; (9) voluntary removal of nonconforming structures or impervious surfaces that do not comply with plans and ordinances adopted under this part; (10) use of techniques to reduce visual impact; (11) voluntary connection to a public sewer; or (12) other conditions considered necessary by the local unit of government. 	<p><i>This subpart clarifies when mitigation is required. It lists examples of mitigation measures that local governments may consider, many of which were suggested by local governments.</i></p>
<p>Subp. 18. Accommodating disabilities. Ramps or other facilities to provide persons with disabilities reasonable access to their property, as required by the federal Americans with Disabilities Act and the federal</p>	<p><i>This subpart outlines exceptions to the standards to accommodate people with disabilities through an IUP to allow for ADA</i></p>

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<p>Fair Housing Act and as provided by chapter 1341, are allowed by interim use permit, subject to the following standards:</p> <ul style="list-style-type: none"> A. parts 6106.0100 to 6106.0140 must be complied with to the maximum extent practicable; and B. the interim use permit expires and the ramp or other facilities must be removed once the property is no longer primarily used by persons with disabilities. 	<p><i>compliance without needing to go through the variance process.</i></p>
<p>PART 6106.0070 INCORPORATIONS BY REFERENCE.</p> <p>For purposes of parts 6106.0010 to 6106.0150, the following documents are incorporated by reference, are subject to frequent change, and are available through the Minitex interlibrary loan system:</p> <ul style="list-style-type: none"> A. The Minnesota Stormwater Manual, Minnesota Pollution Control Agency (2005 and as subsequently amended); B. Protecting Water Quality in Urban Areas, Minnesota Pollution Control Agency (2000 and as subsequently amended); C. Conserving Wooded Areas in Developing Communities: Best Management Practices in Minnesota; Minnesota Department of Natural Resources (2000 and as subsequently amended); D. Design Handbook for Recreational Boating and Fishing Facilities, State Organization for Boating Access (2006 and as subsequently amended); E. Trail Planning, Design, and Development Guidelines, Minnesota Department of Natural Resources (2007 and as subsequently amended); and F. Mississippi River Corridor Critical Area District Map, Minnesota Department of Natural Resources (2011 and as subsequently amended). 	<p><i>These resources are included in this part to help local governments comply with the rules using current best practice guidance.</i></p>
<p>PART 6106.0080 DISTRICTS</p> <p>Subpart 1. Establishment of districts. For purposes of parts 6106.0010 to 6106.0150, seven districts are established, as described in this part. It is intended that all districts protect and enhance the resources and features identified in Minnesota Statutes, section 116G.15.</p>	<p><i>This part establishes new districts as required by MS, chapter 116G.15. Seven districts are provided in this part. These districts were the result of public input from the 2009-2010 process, and took into account the future land use plans of local governments. The dimensional standards covered in Part 6106.0100 vary by district.</i></p> <p><i>Subpart 2-8 below describe each district.</i></p>
<p>Subp. 2. CA-1 district.</p> <ul style="list-style-type: none"> A. The CA-1 district includes specific publicly owned existing and planned future park lands, islands, and natural areas that are riparian or readily visible from the river and designated rural or urban open space in Executive Order 79-19. B. The CA-1 district shall be managed to conserve existing and 	<p><i>CA-1 District: Existing/planned parkland, islands and natural areas that are visible from the river.</i></p>

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<p>potential recreational, scenic, natural, and historic resources for the use and enjoyment of the surrounding region. Natural shorelines, bluffs, steep slopes, and very steep slopes shall be protected and enhanced. Providing public access to and views of the river is a priority in the district.</p>	
<p>Subp. 3. CA-2 district.</p> <p>A. The CA-2 district includes privately owned rural lands that are riparian or readily visible from the river, as well as large, undeveloped tracts of high ecological value and privately owned undeveloped islands. Many of these areas are designated rural open space in Executive Order 79-19.</p> <p>B. The CA-2 district shall be managed to sustain the rural character and to protect and enhance existing scenic, natural, and historic areas.</p>	<p><i>CA-2 District: Rural residential parcels visible from the river and undeveloped parcels with high ecological value.</i></p>
<p>Subp. 4. CA-3 district.</p> <p>A. The CA-3 district includes developed areas that are riparian or readily visible from the river. These areas feature predominantly privately owned residential land, as well as publicly owned existing or planned future park lands designated urban developed in Executive Order 79-19.</p> <p>B. The CA-3 district shall be managed to protect the scenic and natural values of the river corridor within the context of existing development. In public park lands, enhancing natural shorelines, bluffs, steep slopes, and very steep slopes, and providing public access to and views of the river are priorities.</p>	<p><i>CA-3 District: Developed residential land and existing/planned parkland that are visible from the river.</i></p>
<p>Subp. 5. CA-4 district.</p> <p>A. The CA-4 district includes historic downtown areas where the developed landscape extends to the shoreline, as well as limited areas of high density development near river crossings designated urban open space in Executive order 79-19. These areas feature predominantly mixed uses and small, developed lots.</p> <p>B. The CA-4 district shall be managed in a manner that allows for growth consistent with the existing and planned development in historic downtowns and at river crossings. Providing public access to and public views of the river is a priority in the district.</p>	<p><i>CA-4 District: Historic downtown and river crossing commercial areas (not in Minneapolis and St. Paul).</i></p>
<p>Subp. 6. CA-5 district.</p> <p>A. The CA-5 district includes nonriparian lots separated from the river by distance, development, or a transportation corridor. The land in this district is not readily visible from the river.</p> <p>B. The CA-5 district provides flexibility in managing development</p>	<p><i>CA-5 District: Land that is separated and not visible from the river.</i></p>

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<p>without negatively affecting the key resources and features of the river corridor.</p>	
<p>Subp. 7. CA-6 district.</p> <p>A. The CA-6 district includes highly urbanized, mixed-use areas that are a part of the urban fabric of the river corridor, including publicly owned existing and planned future park lands designated urban diversified in Executive Order 79-19, public institutions, and commercial and industrial areas.</p> <p>B. The CA-6 district shall be managed in a manner that allows for future growth and potential transition of intensely developed areas. Providing public access to and public views of the river is a priority in the district.</p>	<p><i>CA-6 District: Commercial, institutional, and industrial mixed-use areas as well as existing/planned parklands.</i></p>
<p>Subp. 8. CA-7 district.</p> <p>A. The CA-7 district includes the urban cores of Minneapolis and St. Paul.</p> <p>B. The CA-7 district shall be managed with the greatest flexibility. Providing public access to and public views of the river is a priority in the district.</p>	<p><i>CA-7 District: Urban core of Minneapolis and St. Paul.</i></p>
<p>Subp. 9. District boundaries.</p> <p>A. The physical boundaries of each district are laid out in the Mississippi River Corridor Critical Area District Map, incorporated by reference under part 6106.0070. The commissioner shall maintain the map and may amend the map as provided in item B.</p> <p>B. The boundaries of a district established under item A may be amended according to subitems (1) to (4).</p> <p>(1) A local government or the Metropolitan Council must submit a formal written request to the commissioner requesting a district boundary amendment. The request must:</p> <ol style="list-style-type: none"> a) be approved by the appropriate governing body; b) identify proposed changes to plans and ordinances and new evidence to justify the proposed changes since parts 6106.0010 to 6106.0150 were adopted; c) be consistent with local, regional, state, and federal plans; d) address potential impacts to key resources and features identified in Minnesota Statutes, section 116G.15, subdivision 4, paragraph (b); and e) contain a summary of feedback from affected 	<p><i>This subpart describes the provisions to modify district boundaries administratively. This was requested by local governments in the 2009-2010 process since EO 79-19 does provide a mechanism for changing boundaries.</i></p>

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<p style="text-align: center;">parties as provided under subitem (2).</p> <p>(2) The local government or the Metropolitan Council requesting the district boundary amendment must give notice of the proposed district boundary amendment to adjoining or overlapping local governments, the Metropolitan Council, the commissioner, the National Park Service, and property owners in the area directly affected by the proposed district boundary amendment and publish notice in an official newspaper of general circulation in the area.</p> <p>(3) Upon receiving a complete request for a district boundary amendment as provided under subitem (1), the commissioner has 60 days to approve or deny the request or return the request for modification.</p> <p>(4) The commissioner must consider the request and all items submitted under subitem (1) and must, by written decision, approve or deny the request or return the request for modification. The decision must include findings that address the consistency of the proposed district boundary amendment with the purposes of parts 6106.0010 to 6106.0150.</p> <p>C. This subpart does not apply to the river corridor boundary established by Executive Order 79-19.</p>	
<p>PART 6106.0090 USES</p> <p>Subpart 1. Underlying zoning. Uses permissible within the Mississippi River Corridor Critical Area shall generally be guided by the local government's underlying zoning, with additional provisions for certain uses as specified by this part.</p> <p>Subp. 2. Agricultural use. Where agricultural use is allowed by the local government, perennial ground cover is required within 50 feet of the ordinary high water level and within the bluff impact zone. Within the slope preservation zone, a local government may allow row crops subject to a conservation plan approved by the soil and water conservation district board.</p> <p>Subp. 3. Feedlots. New animal feedlots and manure storage areas are prohibited. Existing animal feedlots and manure storage areas must conform to the standards in chapter 7020.</p> <p>Subp. 4. Forestry. Where forestry is allowed by the local government, tree harvesting and biomass harvesting within woodlands, and associated reforestation, must be conducted consistent with recommended practices in Conserving Wooded Areas in Developing Communities, Best Management Practices in Minnesota, incorporated by reference under part 6106.0070.</p>	<p><i>This part describes how uses are regulated. With a few exceptions, uses are regulated by a local government's existing or underlying zoning.</i></p> <p><i>Subparts 2 – 6 describe five uses with special considerations.</i></p>

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<p>A. Parking areas and structures, except shoreline facilities, must meet the dimensional and performance standards in parts 6106.0010 to 6106.0150 and must be designed to incorporate topographic and vegetative screening.</p> <p>B. Shoreline facilities must comply with chapter 6115 and must:</p> <ul style="list-style-type: none"> (1) be designed in a compact fashion so as to minimize the shoreline area affected; and (2) minimize the surface area occupied in relation to the number of watercraft or barges to be served. <p>C. The placement of dredged material is allowed subject to existing federal and state permit requirements and agreements.</p>	
<p>PART 6106.0100 DIMENSIONAL STANDARDS</p>	<p><i>This part outlines standards for structure height; setbacks from the water and bluff; and lot area and width. These standards vary by district.</i></p>
<p>Subpart 1. Structure height.</p> <p>A. Structures, including accessory structures, must be no taller than the heights specified for each district:</p> <ul style="list-style-type: none"> (1) CA-1: 25 feet; (2) CA-2: 35 feet; (3) CA-3: 35 feet; (4) CA-4: 48 feet; (5) CA-5: height is determined by the local government's underlying zoning, provided the structure does not protrude above the treeline or height of existing surrounding development as viewed from the ordinary high water level of the opposite shore; (6) CA-6: 65 feet, provided tiering of structures away from the Mississippi River and from blufflines is considered, with lower structure heights closer to the river and blufflines, and structure design and placement minimize interference with views: <ul style="list-style-type: none"> (a) to the Mississippi River from public park land; and (b) to bluffs from the ordinary high water level of the opposite shore; and (7) CA-7: height is determined by the local government's underlying zoning, provided tiering of structures away from the Mississippi River and blufflines is considered, with lower structure heights closer to the river and blufflines, and structure design and placement minimize interference with views: <ul style="list-style-type: none"> (a) to the Mississippi River from public park land; and (b) to bluffs from the ordinary high water level of the 	<p><i>This subpart defines the height standard for each district.</i></p>

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opposite shore.

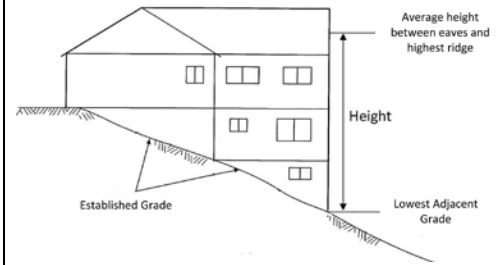
B. For the purposes of this subpart, height must be measured on the side of the structure facing the Mississippi River, and:

- (1) for buildings, height must be measured from the lowest adjacent grade to the highest point of a flat or mansard roof or the average height between the eaves and highest ridge for pitched, hip, or gambrel roofs; and
- (2) for nonbuilding structures, height must be measured from the lowest adjacent grade to the highest point of the structure.

C. Item A does not apply to:

- (1) industrial structures, barge facilities, terminal facilities, wastewater treatment facilities, elevators, and refineries that need to be taller for operational reasons, subject to performance standards to reduce visual impacts as determined necessary by the local government;
- (2) barns, silos, and similar farm structures;
- (3) bridges, bridge approach roadways, and public utilities, except cellular telephone towers as provided under subitem (7), according to part 6106.0110;
- (4) historic sites;
- (5) public safety facilities;
- (6) chimneys, church spires, flag poles, mechanical service stacks, public monuments, ventilation equipment, and similar equipment; and
- (7) cellular telephone towers with a conditional use permit or interim use permit, provided:
 - (a) the tower is not located in the bluff impact zone, shore impact zone, or slope preservation zone;
 - (b) the tower creates minimal interference with views to the river from public park land and to bluffs from the ordinary high water level of the opposite shore; and
 - (c) the applicant demonstrates that functional coverage cannot be provided through colocation, a tower at a lower height, or a tower at a location outside the Mississippi River Corridor Critical Area.

How height is measured



Item C lists structures that are exempt from the height limits. Exemptions in items 1-4 are from EO 79-19. Exemptions in items 5-7 are based on local government requests.

Subp. 2. Setbacks.

A. Structures, including accessory structures, and impervious surfaces must meet the following setback requirement from the ordinary high water level of the Mississippi River and other waters within the Mississippi River Corridor Critical Area, as specified for each district:

This subpart describes the structure setbacks in each district from the ordinary high water level of the Mississippi River and other rivers tributary to the Mississippi River in the MRCCA.

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<p>(1) CA-1: 200 feet from the Mississippi River and 150 feet from the Minnesota and Vermillion Rivers;</p> <p>(2) CA-2: 200 feet from the Mississippi River and 150 feet from the Vermillion River;</p> <p>(3) CA-3: 100 feet from the Mississippi River and 75 feet from the Rum River;</p> <p>(4) CA-4: 75 feet from the Mississippi River and 75 feet from the Crow River;</p> <p>(5) CA-5: 75 feet from the Vermillion River;</p> <p>(6) CA-6: 50 feet from the Mississippi and Rum Rivers;</p> <p>(7) CA-7: 50 feet from the Mississippi River; and</p> <p>(8) all other public waters within the Mississippi River Corridor Critical Area are subject to underlying zoning.</p> <p>B. Structures, including accessory structures, and impervious surfaces must meet the following setback requirements from the bluffline as specified for each district:</p> <p>(1) CA-1: 100 feet;</p> <p>(2) CA-2: 100 feet;</p> <p>(3) CA-3: 40 feet;</p> <p>(4) CA-4: 40 feet;</p> <p>(5) CA-5: 40 feet;</p> <p>(6) CA-6: 40 feet; and</p> <p>(7) CA-7: 40 feet.</p> <p>C. Items A and B do not apply to:</p> <p>(1) public bridges and approaches, railroad sidings, and public and private roadways serving river-dependent uses according to part 6106.0110;</p> <p>(2) public recreational facilities according to parts 6106.0110 and 6106.0120, except picnic shelters are prohibited in the bluff impact zone, the shore impact zone, and the slope preservation zone;</p> <p>(3) aboveground pumping stations for sewer lines, if the stations are not readily visible;</p> <p>(4) historic sites;</p> <p>(5) one water-oriented accessory structure for each riparian lot less than 300 feet in width at the ordinary high water level, with one additional water-oriented accessory structure allowed per each additional 300 feet of shoreline on the same lot, except that structures are prohibited in the bluff impact zone and the slope preservation zone;</p> <p>(6) public safety facilities and airfield pavements;</p> <p>(7) shoreline facilities according to part 6106.0110;</p> <p>(8) rock riprap and retaining walls according to part 6106.0140;</p> <p>(9) flood control structures and public storm water</p>	<p><i>Structure setbacks from the OHWL vary by district and river. Specific standards were derived from EO79-19, existing standards in local government ordinances, natural resources, and existing development patterns.</i></p> <p><i>Item B lists the setbacks from bluffs in each district.</i></p> <p><i>Item C lists exceptions to setback requirements. It includes many items requested by local governments.</i></p> <p><i>This item allows one or more water-oriented accessory structures depending on lot width, provided they are not in a bluff impact zone or slope preservation zone.</i></p>

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<p>facilities;</p> <p>(10) public transportation facilities according to part 6106.0110, subpart 2;</p> <p>(11) restoration projects sponsored and approved by a resource agency or the local government;</p> <p>(12) one access path according to part 6106.0110;</p> <p>(13) stairways, lifts, and landings according to part 6106.0110, subpart 3;</p> <p>(14) directional signs for watercraft as provided under part 6106.0110, subpart 4; and</p> <p>(15) public signs, such as directional, interpretive, educational, safety, or handicapped designation signs.</p> <p>D. Where principal structures exist on the adjoining lots on both sides of a proposed building site, the setback may be altered to conform to the adjoining setbacks, provided that the new structure's height, area, and width riverward or bluffward of the setbacks required under items A and B are compatible with adjoining development. No structures or impervious surfaces are allowed within the bluff impact zone, shore impact zone, or slope preservation zone, unless specified in the exceptions under item C and part 6106.0120.</p> <p>E. Subsurface sewage treatment systems, including the septic tank and absorption area, must be located at least 75 feet from the ordinary high water level of the Mississippi River and all other public waters within the Mississippi River Corridor Critical Area.</p>	<p><i>Item D allows for setback averaging in developed areas. This will reduce nonconformities in developed areas.</i></p> <p><i>Item E requires septic systems to be setback at least 75 feet from the ordinary high water level.</i></p>
<p>Subp. 3. Lot area and width.</p> <p>A. Lot area and width for conventional subdivisions and commercial and industrial lots are determined as specified for each district:</p> <p>(1) CA-1 and CA-3 to CA-7: lot area and width is determined by underlying zoning; and</p> <p>(2) CA-2: minimum width of 200 feet and minimum area of two acres. Lot area and width may be smaller for conservation subdivisions and planned unit developments as provided under part 6106.0150, subpart 2</p> <p>B. Lots must have adequate buildable area to comply with parts 6106.0010 to 6106.0150.</p> <p>C. Lots of record in the office of the county recorder on the date of enactment of ordinances adopted under parts 6106.0010 to 6106.0150 that do not meet the requirements of this subpart may be allowed as building sites without variances from lot size requirements if the requirements of Minnesota Statutes,</p>	<p><i>Lot area and width requirements are described in this subpart.</i></p> <p><i>Lot area and width are only specified for the CA-2 district. The local government's zoning regulates lot area and width for all other districts.</i></p> <p><i>Existing lots that do not meet the minimum lot and width requirements of these rules may be built on without a variance as long as the conditions in state law are met.</i></p>

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section 394.36 or 462.357, are met.	
PART 6106.0110 GENERAL DEVELOPMENT STANDARDS	<i>This part specifies standards for the design of roads, parking areas public facilities, and utilities.</i>
<p>Subpart 1. Private roads, driveways, parking areas, and water access facilities.</p> <p>A. Private roads, driveways, and parking areas must:</p> <ol style="list-style-type: none"> (1) be designed and constructed: <ol style="list-style-type: none"> (a) to take advantage of natural vegetation and topography to achieve maximum screening from view so that they are not readily visible; and (b) according to applicable standards under part 6106.0140; (2) comply with structure setback requirements according to part 6106.0100; and (3) not be placed within the slope preservation zone, bluff impact zone, or shore impact zone according to part 6106.0120 <p>B. A local government may allow private water access facilities, including private water access ramps, access paths, and stairway, lifts, and landings, subject to the following requirements:</p> <ol style="list-style-type: none"> (1) the watercraft access ramp must comply with chapters 6115 and 6280; (2) an access path must comply with land alteration and storm water management requirements in part 6106.0140, and: <ol style="list-style-type: none"> (a) if placed within the shore impact zone, an access path must be no more than eight feet wide; and (b) if placed within the bluff impact zone or slope preservation zone, an access path must be no more than four feet wide; (3) stairways, lifts, and landings must comply with subpart 3; and (4) all water access facilities must be designed and constructed consistent with the applicable standards in the Design Handbook for Recreational Boating and Fishing Facilities, incorporated by reference under part 6106.0070. 	<p><i>Design standards for private facilities are described in the subpart.</i></p> <p><i>Private roads, driveways and parking areas must meet structure setbacks from the river and bluffs and cannot be placed in slope preservation zones.</i></p> <p><i>Access paths can be up to four-feet wide in slope preservation or bluff impact zones, otherwise, they may be up to eight-feet wide in the shore impact zone.</i></p>
<p>Subp. 2. Public transportation facilities, public recreational facilities, and public utilities.</p> <p>A. Public transportation facilities, public recreational facilities, and public utilities must be designed and constructed to:</p>	<p><i>Design standards for public facilities are described in this subpart.</i></p> <p><i>Public facilities are encourage d to meet setback and height requirem</i></p>

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vegetative stands, tree canopies, native plant communities, woodlands, and habitat.

D. Where public transportation facilities intersect or abut two or more of the districts established under part 6106.0080, the least restrictive standards apply. Public transportation facilities must be designed and constructed to give priority to:

- (1) scenic overlooks for motorists;
- (2) safe pedestrian crossings and facilities along the river corridor;
- (3) access to the riverfront in public ownership; and
- (4) reasonable use of the land between the river and the transportation facility.

E. Right-of-way maintenance for public transportation facilities, public recreational facilities, and public utilities is subject to the following standards:

- (1) vegetation currently in a natural state must be maintained, where reasonable and prudent;
- (2) where vegetation in a natural state has been removed, native plants must be planted and maintained on the right-of-way; and
- (3) chemical control of vegetation should be avoided when practicable, but when such methods are necessary, chemicals used and the manner of their use must be in accordance with the rules, regulations, and other requirements of all state and federal agencies with authority over the chemical's use.

F. Crossings of public waters or land controlled by the commissioner are subject to approval by the commissioner according to Minnesota Statutes, sections 84.415 and 103G.245. The commissioner must give primary consideration to crossings that are proposed to be located within or adjoining existing rights-of-way for public transportation and public utilities.

G. Public utilities must comply with the following standards:

- (1) high-voltage transmission lines, wind energy conversion systems greater than five megawatts, and pipelines are regulated according to Minnesota Statutes, chapters 216E, 216F, and 216G, respectively; and
- (2) if overhead placement is necessary, utility crossings must be hidden from view as much as practicable. The appearance of structures must be as compatible as practicable with the surrounding area in a natural state with regard to height and width, materials used, and color.

Design standards for maintaining public facilities.

River crossings are governed by existing statutes.

Standards for the design of high voltage power lines.

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<p>Subp. 3. Stairways, lifts, and landings. Design and construction of stairways, lifts, and landings are subject to the following standards:</p> <ul style="list-style-type: none"> A. stairways and lifts must not exceed four feet in width on residential lots. Wider stairways may be used for commercial properties, public park lands, conservation subdivisions, and planned unit developments if approved by the local government; B. landings for stairways and lifts on residential lots must not exceed 32 square feet in area. Landings larger than 32 square feet may be used for commercial properties, public park lands, conservation subdivisions, and planned unit developments if approved by the local government; C. canopies or roofs are prohibited on stairways, lifts, or landings; D. stairways, lifts, and landings must be located in the least readily visible portion of the lot whenever practicable; and E. facilities such as ramps, lifts, or mobility paths for persons with physical disabilities are allowed for achieving access to shore areas according to items A to D and as provided under part 6106.0060, subpart 18. 	<p><i>This subpart describes the design standards for public and private stairways, lifts and landings. Local governments requested clarification on what is allowed and appropriate design standards for these features.</i></p>
<p>Subp. 4. Signs. Placement of signs is guided by the local government's underlying zoning, with additional provisions as specified under this subpart:</p> <ul style="list-style-type: none"> A. The local government may allow off-premise advertising signs, provided that: <ul style="list-style-type: none"> (1) the signs meet all required dimensional and performance standards of parts 6106.0010 to 6106.0150; and (2) the signs are not readily visible. B. The local government may allow directional signs for patrons arriving at a business by watercraft, provided that the signs <ul style="list-style-type: none"> (1) are consistent with Minnesota Statutes, chapter 86B; (2) if located within the shore impact zone, convey only the location and name of the establishment and the general types of goods and services available; (3) are no greater than ten feet in height and 32 square feet in surface area; and (4) if illuminated, have lighting that is shielded to prevent illumination out across the river or to the sky. 	<p><i>This subpart describes the design and placement of signs.</i></p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><i>Greater clarity is needed on the design standards for off-premise signs. Item A (1) refers to all rule parts.</i></p> </div>
<p>PART 6106.0120 PROTECTION OF BLUFFS, STEEP SLOPES, AND VERY STEEP SLOPES</p>	<p><i>This section describes requirements for protecting bluffs and slopes.</i> 6106.0110</p>

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<p>Subpart 1. Bluff impact zone and slope preservation zone.</p> <p>A. No structures, impervious surfaces, land alteration, intensive vegetation clearing, or construction activities are allowed within the bluff impact zone or the slope preservation zone, except as provided in item B.</p> <p>B. The following structures, impervious surfaces, and activities are exempt from item A:</p> <ol style="list-style-type: none"> (1) public bridges and approaches, railroad sidings, and public and private roadways serving river-dependent uses according to part 6106.0110; (2) public recreational facilities according to part 6106.0110; (3) aboveground pumping stations for sewer lines, if the stations are not readily visible; (4) historic sites; (5) public safety facilities and airfield pavements; (6) shoreline facilities according to part 6106.0110, provided no reasonable alternative exists; (7) rock riprap and retaining walls according to part 6106.0140; (8) public transportation facilities according to part 6106.0110, subpart 2; (9) restoration projects sponsored and approved by a resource agency or the local government; (10) one access path, subject to part 6106.0110; (11) stairways, lifts, and landings according to part 6106.0110, subpart 3; (12) public signs, such as directional, interpretive, educational, safety, or handicapped designation signs; and (13) row cropping, subject to a conservation plan approved by the soil and water conservation district board. 	<p><i>Structures, impervious surface, land alteration and intensive vegetation removal are prohibited on slopes of 18% and greater (i.e. in and near very steep slopes and bluffs). MS 116G.15 requires the protection of bluffs and very steep slopes.</i></p> <p><i>Item B identifies exceptions to the prohibitions in item A.</i></p>
<p>Subp. 2. Development on steep slopes. A local government may allow structures, impervious surfaces, land alteration, intensive vegetation clearing, or construction activities on steep slopes when the following conditions are met:</p> <ol style="list-style-type: none"> A. the applicant can demonstrate that the development can be accomplished without increasing erosion or storm water runoff according to part 6106.0140; B. the soil types and geology are suitable for the proposed development; and C. vegetation is managed according to part 6106.0130. 	<p><i>Development is permitted on slopes between 12% and 18% with the listed conditions. There are no conditions for development on slopes less than 12%.</i></p>

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<p>PART 6106.0130 VEGETATION MANAGEMENT</p>	<p><i>This part outlines provisions to protect existing high quality vegetation.</i></p>
<p>Subpart 1. Requirements. Within shore impact zones, bluff impact zones, slope preservation zones, wetlands, floodplains, significant existing vegetative stands, canopies, and native plant communities, vegetation must be managed as provided in items A to F.</p> <ul style="list-style-type: none"> A. Existing vegetation in a natural state must be maintained. B. Restoration of vegetation to a natural state is encouraged. C. Intensive vegetation clearing is prohibited. D. Screening of structures, vehicles, and other facilities as viewed from the ordinary high water level of the opposite shore during summer months must be maintained. E. A local government may allow limited cutting, trimming, or clearing of trees, shrubs, understory, and groundcover vegetation for: <ul style="list-style-type: none"> (1) the minimum necessary for development allowed as exceptions under parts 6106.0100 to 6106.0120; (2) one shoreline recreational use area, subject to the following standards: <ul style="list-style-type: none"> (a) for residential lots with a lot width less than 300 feet, only one shoreline recreational use area is allowed on each lot and the recreational use area must not exceed 25 feet in width and must not extend more than 25 feet landward from the ordinary high water level; and (b) for conservation subdivisions, planned unit developments, and residential lots with a lot width 300 feet or greater, the shoreline recreational use area allowed by unit (a) may be increased by 25 feet in width for each 100 feet in lot width in excess of 300 feet, not to exceed 5,000 square feet in total area, with the depth of the shoreline recreational use area not exceeding 25 feet landward from the ordinary high water level; (3) the removal of trees, limbs, or branches that are dead, dying, diseased, or infested, which removal is necessary to prevent spread of disease or infestation or to address a safety hazard as determined by a forester, arborist, or other qualified local government representative; (4) the removal of invasive, nonnative plants as determined necessary by a forester, arborist, or other qualified local representative; (5) woodland or habitat management and restoration activities sponsored and approved by a resource 	<p><i>This subpart lists requirements for managing vegetation in sensitive environmental areas. This includes where vegetation should be managed, how, and in what situations restoration is to occur.</i></p> <div data-bbox="1065 793 1549 974" style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><i>Clarification of the exemptions under item E (1) is needed. This item refers to rule parts dealing with dimensional, general development, and bluff standards.</i></p> </div> <p><i>This provision allows vegetation removal for development of shoreline recreational areas such as beaches.</i></p> <div data-bbox="1065 1142 1549 1323" style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><i>Intent of item E (2) (b) is unclear due to poor wording. Intent is to allow larger recreational use areas as lots get larger and to allow large use areas if a common feature of subdivisions.</i></p> </div> <div data-bbox="1373 1877 1549 1921" style="border: 1px solid black; padding: 2px; text-align: center;"> <p>6106.0130</p> </div>

Draft Rules	Commentary
<p>agency or the local government;</p> <p>(6) forest management activities sponsored and approved by a resource agency or the local government and pursuant to the forestry use standards in part 6106.0090; and</p> <p>(7) aviation safety facilities.</p> <p>F. In areas cleared of vegetation under item E, subitems (3) and (4), vegetation in a natural state must be reestablished, either by allowing regeneration naturally or with plantings subject to a restoration plan approved by a resource agency or the local government.</p>	
<p>Subp. 2. Compliance; restoration. Reestablishment of vegetation in a natural state according to items A to C is required upon failure to comply with subpart 1.</p> <p>A. The local government must require a restoration plan that includes planting comparable species, composition, density, and diversity of vegetation in a natural state in the same area. All aspects of the plan must be maintained in perpetuity, and loss of plantings must be replaced in kind.</p> <p>B. Open areas or lawns resulting from violations must be left unmowed or uncut and restored with vegetation in a natural state in the same area.</p> <p>C. The local government must issue a certificate of compliance after it has determined that the restoration requirements of items A and B have been satisfied.</p>	<p><i>This subpart describes compliance and corrective measures when there is a vegetation violation. This section was requested by local governments.</i></p>
<p>Subp. 3. Education. In cooperation with the commissioner and other resource agencies, local governments must implement an incentive, marketing, or educational program to encourage property owners to protect or restore vegetation in a natural state within the areas identified in subpart 1.</p>	<p><i>This subpart describes requirements for encouraging better vegetation management practices.</i></p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><i>There is concern with the practicality of this type of requirement in rule. Greater clarity around what constitutes an incentive, marketing or educational program would be needed to determine whether the requirements have been met.</i></p> </div>
<p>PART 6106.0140 LAND ALTERATION AND STORM WATER MANAGEMENT</p>	<p><i>This part describes measures to protect water quality of the Mississippi River and its tributaries. It recognizes and relies on existing federal, state, and local regulations as key elements in addressing water quality.</i></p>
<p>Subpart 1. Compliance with other plans and programs. All development must:</p> <p>A. be consistent with Minnesota Statutes, chapter 103B, and local water management plans completed under chapter 8410;</p>	<p><i>This subpart lists relevant statutes and rules regulating water protection activities.</i></p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px; text-align: right;"> <p>6106.0140</p> </div>

Draft Rules	Commentary
<p>B. meet or exceed the wetland protection standards under chapter 8420; and</p> <p>C. meet or exceed the floodplain management standards under chapter 6120.</p> <p>Subp. 2. Land alteration.</p> <p>A. Within the shore impact zone, grading, filling, and land disturbance activities involving a volume of more than ten cubic yards of material or affecting an area greater than 250 square feet require a permit from the local government and must comply with subpart 3, with the following exceptions:</p> <ul style="list-style-type: none"> (1) emergency situations as determined by the local government; and (2) restoration projects sponsored or approved by a resource agency or the local government <p>B. Within the bluff impact zone and slope preservation zone, grading, filling, and land disturbance activities are prohibited, with the following exceptions:</p> <ul style="list-style-type: none"> (1) aggregate mining and extraction subject to subpart 3 and as provided under part 6106.0090, subpart 5; and (2) development allowed as exceptions under part 6106.0120, subpart 1, subject to subpart 3. 	<p><i>Subpart 2 regulates grading and filling activities in the shore impact zone (SIZ). Any land disturbance greater than 250 square feet in the SIZ requires an LGU permit. The SIZ is the area within 50 feet of the ordinary high water level.</i></p> <p><i>Land disturbance is prohibited in the bluff impact zone and the slope preservation zone, subject to some exceptions.</i></p>
<p>Subp. 3. Erosion and sediment control.</p> <p>A. Temporary and permanent erosion and sediment control is required for any development that disturbs a total land surface area of 3,000 square feet or more.</p> <p>B. Temporary and permanent erosion and sediment control measures must be consistent with Protecting Water Quality in Urban Areas Manual, incorporated by reference under part 6106.0070, and must comply with the standards provided in the National Pollution Discharge and Elimination System (NPDES) Program permit for construction storm water.</p>	<p><i>This subpart outlines erosion and sediment control measures.</i></p> <p><i>Any activity that disturbs more than 3,000 square feet requires temporary (construction) control measures as well as permanent (post-construction) control measures.</i></p>
<p>Subp. 4. Rock riprap and retaining walls.</p> <p>A. Placement of riprap and retaining walls below the ordinary high water level requires a permit from the commissioner and must comply with chapter 6115.</p> <p>B. Within shore impact zones, bluff impact zones, and slope preservation zones, a local government may allow by permit constructing or replacing retaining walls, riprap, or other impervious surfaces or using bioengineering techniques, provided the following standards are met:</p> <ul style="list-style-type: none"> (1) retaining walls, riprap, or other impervious surfaces must only be used for the correction of an established 	<p><i>Provisions for hard armoring are described in this subpart.</i></p> <div style="text-align: right; border: 1px solid black; padding: 2px;">6106.0140</div>

Draft Rules	Commentary
<p>erosion problem that cannot be controlled through the use of vegetation, slope stabilization using mulch, a biomat, or similar bioengineering methods. This determination must be done by a professional engineer or person with certification in erosion control; and</p> <p>(2) design, construction, and maintenance must be consistent with best management practices in Protecting Water Quality in Urban Areas Manual, incorporated by reference under part 6106.0070, or other appropriate resource agency manual.</p>	
<p>Subp. 5. Storm water management.</p> <p>A. All development must meet or exceed the standards in chapters 7050, 7053, and 7090, as well as the Metropolitan Council's current water resources management policy plan.</p> <p>B. The impervious surface coverage limit is determined by underlying zoning.</p> <p>C. Storm water practices must be designed to capture runoff generated from one inch of rainfall over new or reconstructed impervious surfaces. Where site conditions do not allow for infiltration, other volume reduction practices or filtration practices must be given priority. This item applies to any development that requires a permit from the local government that involves land alteration. Design, construction, and maintenance must be consistent with The Minnesota Stormwater Manual, incorporated by reference under part 6106.0070.</p>	<p><i>This subpart describes standards for managing stormwater runoff.</i></p> <p><i>The first inch of rainfall must be captured.</i></p>
<p>PART 6106.0150 SUBDIVISIONS AND PLANNED UNIT DEVELOPMENTS</p>	<p><i>This part describes standards for subdivisions and PUDs.</i></p>
<p>Subpart 1. General provisions.</p> <p>A. Subdivision and planned unit development proposals must be processed by local governments according to Minnesota Statutes, chapters 394, 462, 505, and 515B.</p> <p>B. Local governments must require detailed site information and provide for preproject review of all proposed subdivisions and planned unit developments as provided under part 6106.0060, subpart 13.</p> <p>C. The local government ordinances must contain provisions, including incentives, for conservation subdivisions and planned unit developments to protect primary conservation areas and open space.</p>	<p><i>General requirements for subdivisions are described in this subpart.</i></p> <p><i>This item describes the type of information local governments should use for reviewing subdivision proposals. Rules require a pre-project meeting.</i></p> <div data-bbox="1062 1650 1544 1787" style="border: 1px solid black; padding: 5px;"> <p><i>In item B "part 6106.0060" needs to be clarified to refer to subp 13 – the list of items included in site plans.</i></p> </div>
<p>Subp. 2. Lot standards.</p>	<p><i>This subpart allows for dens</i></p> <div data-bbox="1365 1860 1570 1921" style="border: 1px solid black; padding: 2px; text-align: right;"> <p>6106.0150</p> </div>

Draft Rules	Commentary
<p>A. Lot area and width standards must comply with part 6106.0100, subpart 3, except as provided under item B.</p> <p>B. Smaller lot area and width is allowed:</p> <ol style="list-style-type: none"> (1) for conservation subdivisions and planned unit developments that provide greater protection or enhancement of open space, such as: <ol style="list-style-type: none"> a) increased distance between development and primary conservation areas and other areas identified for open space protection; b) decreased development density close to primary conservation areas and other areas identified for open space protection; c) use of minimum impact design; d) restoration of open space to native plant communities, wetlands, wildlife habitat, and other natural features; e) protection of open space greater than the minimum required by subpart 3; and f) other means as determined by the local government; and (2) in the CA-5 district, when development density has been transferred from other districts to achieve open space protection as provided by subpart 3, item C. 	<p><i>smaller lots if subdivisions provide additional resource protection.</i></p> <div data-bbox="1062 380 1542 621" style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><i>Since these rules only regulate lot area and width in the CA-2 district, (underlying zoning applies to all other districts) subp. 2 could be moved to part 6616.0100, subpart 3 (A) (2) – the provision that deals with lot area and width for the CA-2 district.</i></p> </div> <div data-bbox="1062 737 1549 1005" style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><i>Under (c), “minimum impact design” is a technical error. Intent was to state “low impact development.” Low impact development (LID) means an approach to stormwater management that mimics a site’s natural hydrology as the landscape is developed.</i></p> </div>
<p>Subp. 3. Open space. Local government ordinances must contain provisions for the protection, administration, and maintenance of open space as provided in items A to D.</p> <p>A. Open space protection is required for all subdivisions creating three or more lots and for all planned unit developments, except for:</p> <ol style="list-style-type: none"> (1) minor boundary line corrections; (2) resolutions of encroachments; (3) additions to existing lots of record; and (4) placement of essential services <p>B. Open space must be protected through:</p> <ol style="list-style-type: none"> (1) a perpetual conservation easement, as provided in Minnesota Statutes, chapter 84C, the terms of which must meet the purposes of parts 6106.0010 to 6106.0150 and must ensure long-term management of vegetation in a natural state, prohibit structures, and prohibit land alteration, except as needed to provide public recreational facilities and access to the river; or (2) fee title ownership by a government entity for conservation purposes consistent with parts 6106.0010 to 6106.0150. 	<p><i>This subpart describes the requirements for open space in subdivisions.</i></p> <div data-bbox="1062 1268 1552 1535" style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><i>The practicality of open space rules needs further discussion. Is “three or more lots” an appropriate threshold considering the requirement to protect open space through easements? Should open space requirements exist or vary by district and type of land use?</i></p> </div> <div data-bbox="1367 1829 1572 1877" style="border: 1px solid black; padding: 2px; text-align: center;"> <p>6106.0150</p> </div>

Draft Rules

Commentary

C. Areas to be protected as open space shall be determined as follows:

- (1) in the CA-1 and CA-2 districts, a minimum of 50 percent of the total project area of the proposed subdivision or planned unit development must be protected as open space, subject to the following provisions:
 - a) primary conservation areas must be the highest priority for protection;
 - b) if the primary conservation areas exceed 50 percent of the total project area, then the local government must determine which primary conservation areas are to be protected as open space; and
 - c) if the primary conservation areas constitute less than 50 percent of the total project area, then the local government must:
 - i. determine the location of the remaining balance of open space to be protected on the site; or
 - ii. accept cash in lieu of open space protection for the balance to be used only for purchasing land or conservation easements for open space, natural areas, and recreational areas within the Mississippi River Corridor Critical Area;
- (2) in the CA-3, CA-4, CA-6, and CA-7 districts, only primary conservation areas, if they exist, must be protected as open space up to a maximum percentage of the total project area as provided in units (a) to (d):
 - a) CA-3: 25 percent of the total project area;
 - b) CA-4, CA-6, and CA-7: 15 percent of the total project area;
 - c) if the primary conservation areas exceed the percentages provided by units (a) and (b), then the local government shall determine which primary conservation areas are to be protected as open space; and
 - d) if the primary conservation areas do not meet the percentages provided by units (a) and (b), then only the existing primary conservation areas must be protected as open space. If no primary conservation areas exist, then no open space protection is required; and
- (3) in the CA-5 district, underlying open space requirements apply, except that no open space is

6106.0150

Draft Rules	Commentary
<p>required if development density is transferred to the CA-5 district from other districts.</p> <p>D. Open space must connect neighboring or abutting open space, natural areas, and recreational areas as much as possible to form an interconnected, corridorwide network.</p>	
<p>Subp. 4. Dedication.</p> <p>A. In the development of subdivisions creating three or more lots and planned unit developments, a developer must dedicate to the public a reasonable portion of land suitable for riverfront access or other lands in interest therein.</p> <p>B. In the event of practical difficulties or physical impossibility, the developer must contribute an equivalent amount of cash to be used only for the acquisition of land for parks, open space, storm water drainage areas, or other public services within the Mississippi River Corridor Critical Area.</p> <p>C. The area dedicated may include area protected as open space under subpart 3.</p>	<p><i>This subpart describes the requirement that all subdivisions must advance the need for public land for recreation and aesthetic enjoyment.</i></p>

Ramsey: Comparison of Existing MRCCA Ordinance and Proposed MRCCA Rule Standards

The purpose of this chart is to compare the existing ordinance to the proposed rules on key provisions. DNR staff started completing items in the column labeled "existing MRCCA district" & "existing MRCCA ordinance" based on the community's web based ordinance. Corrections and completion of these items will be completed at each meeting.

District-Specific Development Standards						
Standards	Existing MRCCA District		Proposed MRCCA Districts			
	Rural Open Space (96%)	Urban Developed (4%)	CA-1	CA-2	CA-3	CA-5
Height	35*		25'	35'	35'	underlying zoning w/ visibility limits
Setbacks:						
Bluffline	Unsewered 35', Sewered 20'		100'	100'	40'	40'
River - OHWL						
Mississippi	200' unsewered, 100' sewer		200'	200'	100'	
Rum					75'	
Crow						
Lot Area	Unsewered 2.5 acres (some underlying zoning is greater), with public sewer 12,150-40,000 sq ft depending on underlying zoning and riparian vs nonriparian		underlying zoning	2 acres	underlying zoning	underlying zoning
Lot Width	200' unsewered / 90 - 125' sewer		underlying zoning	200'	underlying zoning	underlying zoning

Underlying zoning districts in the MRCCA include: WSR recreational, low density residential, open space, ag, commercial.

primary part of Ramsey Zoning Ordinance: section 9.21, environmental protection

* In 1995 city considered reducing max height to 25 feet but did not approve it; proposed office park category will feature 45 foot heights

Corridor-Wide Development Standards		
Standards	Existing MRCCA Ordinance	Proposed MRCCA Rules
Private Transportation Facilities	Consistent with WSR, minimize impacts on natural terrain/landscape.	Private roads, driveways, and parking areas: not within SPZ, BIZ or SIZ; must meet structure setbacks, take advantage of natural screening. Exceptions for water access facilities in SPZ, BIZ, and SIZ.
Public Transportation, Recreational & Utility Facilities	Consistent with WSR, minimize visibility, underground where feasible, roads minimize impacts on natural terrain and landscape, avoid cuts and fills.	Avoid primary conservation areas, reduce visibility to extent feasible
Stairways. Lifts, Landings	Permit required	Specific dimensional standards for residential lots. Emphasis on limiting visibility
Signs	Don't impair views of the water; signs prohibited in some areas, other underlying zoning requirements.	Underlying zoning as long as off-premise signs meet dimensional and performance standards - Emphasis on limiting visibility
Bluffs & Slopes	Development and slope alteration prohibited on slopes > 12%	No structures, impervious surface, land alteration, and intensive vegetation removal on slopes of 18% and greater - some exceptions. Development on slopes between 12% and 18 % allowed with conditions.
Vegetation	Prohibits clearcutting on undeveloped islands, slope or face of bluffs, within 200 ft of OHWL, and within 40 ft of bluffline. Requires permit. Blend into views and maintain continuous natural cover.	Maintain existing vegetation within SIZ, BIZ, SPZ, wetlands, and floodplains - no intensive clearing, some exceptions. Restoration required for violations.
Stormwater	Imp surface coverage <=30%. City wide stormwater plan adopted in 2008. Plan requires development of controls consistent with MPCA urban BMPs.	Meet state and Metro Council standards, capture first inch rainfall.
Erosion & Sediment Control		BMPs required for land disturbance > 3,000 sq. ft.
Land Alteration	CUP required for >300 cu yd	Within SIZ, > 10 cu yd or > 250 sq ft requires permit; prohibited within BIZ and SPZ, with exceptions. Local permit and BMPs for rip rap and retaining walls in SIZ, BIZ, SPZ.
Mitigation		Mitigation required for variances, CUPs, & IUPs with impact on corridor resources. Nexus & proportionality.
CUPs & IUPs	Permits required for all structures	Required for mining
Subdivision	Minimize density through TDR and PUD, establish continuous trail corridor along river. Allow public access to river.	For CA-2 District only - smaller lots allowed with additional resource protections (conservation design). For all CA Districts - open space required for all subdivisions of 3 or more lots. Percentage varies by CA District. 50% in CA-1 and CA-2; primary conservation areas in CA-3, up to 25%, CA-5, CA-6, CA-7, up to 15%; open space must connect as part of network.
Subdivision-Dedication	All development in MRCCA must be done as a PUD with 50% open space preservation and minimal site alteration.	Dedication: if 3+ lots or PUD, reasonable portion of land or cash equivalent to be dedicated for riverfront access, parks, open space, etc. within MRCCA
Site Plans	Required for selective or clearcutting.	Site plans containing specific elements are required for variances, CUPs, IUPs, and subdivisions.
Other Overlay Districts	Shoreland, WSR. In 1995 and 2006 city proposed revisions to do a combined WSR-MRCCA-shoreland overlay, but the city council did not support the 50% open space requirement for PUDs in WSR.	WSR designation removed

DRAFT Statement of Policy

Mississippi River Corridor Critical Area (MRCCA/Critical Area)
[October 29, 2013]

Statement of Purpose

This document is a Statement of Policy and has been adopted by the Ramsey City Council after review by the Environmental Policy Board (EPB) and Planning Commission. This is a preliminary policy. The City will follow up with a detailed policy upon review of the final Draft Standards document.

The City of Ramsey would like to thank the DNR for its previous support in our special legislation efforts in removing overlapping regulations, as we were previously both in the Critical Area as well as the Wild and Scenic Overlay. The focus on the Critical Area will help immensely in the administration of our ordinances while still focusing on appropriate regulations to protect the corridor.

History

The following is a brief history of the City of Ramsey's participation in the rulemaking process for the Critical Area.

The City did participate and provide comment to the technical aspects of the rulemaking process commenced in 2009. We hope that our comments from that process will be used in the process commenced in 2013.

On September 16, 2013, the City of Ramsey hosted a collaborative process with its residents to discuss opportunities and barriers related to the rulemaking process. The intent of this process was to involve residents and stakeholders early in the policy and standards development process rather than reacting to a set of draft rules prepared by the DNR. ***A copy of the invite to the collaborative process is attached to this memo as Exhibit A.***

The City posed the question as:

- What key resources do you feel the City and the State of Minnesota should protect through updated standards, if any?
- What types of standards (i.e. setbacks, limits on impervious [hard] surface, limits on vegetative removal) would you feel important for the City to protect through administration of additional land use controls, if any?
- What general questions or concerns regarding the Critical Area would you like to discuss with the DNR?

This was a higher level policy discussion. The City did not review the draft rules line by line, but the draft rules were available to discuss as needed. The City did not prepare the agenda; the topics were chosen by the participants of the collaborative process.

As part of the City of Ramsey's 2013 Strategic Plan, the City identified 'Transparency' as a core value for the organization. With that in mind, the City

Project Webpage

www.cityoframsey.com/shoreland

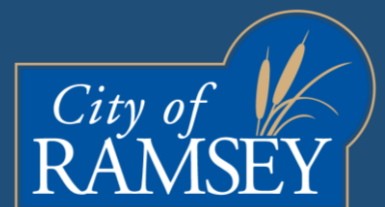
Project Contact

Tim Gladhill

Development Services Manager

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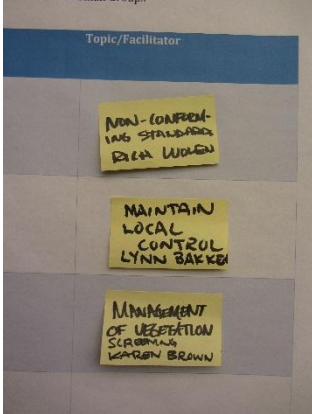
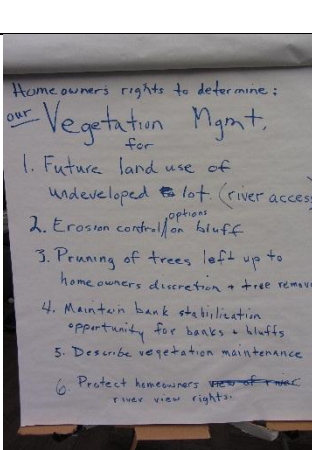
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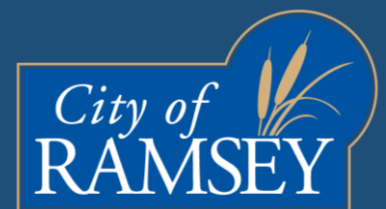
designed this collaborative process to allow for a forum for stakeholders to provide feedback in their own words.

These comments are intended to be helpful in the development of the rulemaking process, as these are the issues and questions most important to Ramsey's key stakeholders in the corridor. Suggested alternatives range from appropriate language changes in the draft rules to no changes at all.

Table 1.1: Overview of Collaborative Process

	
<p>Step 1: Convening as a large group</p>	<p>Step 2: Scheduling small group sessions</p>
	
<p>Step 3: Convening small group sessions</p>	<p>Step 4: Reporting back to the larger group</p>
	
<p>Step 5: Building consensus around topics to bring forward to the DNR to discuss further</p>	<p>Step 6: In their own words - Bringing forward comments in a transparent environment and involving stakeholders proactively in the development process</p>

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Topics to address

The following is a summary of topics that were brought forward by our residents. The City desires to address these topics through a revision to the existing Draft Standards. The City has also included a detailed document that was prepared by participants of the September 16, 2013 public process. ***These comments are intentionally unedited, and attached to this memo as Exhibit B.***

A summary of the comments is listed below.

1. Protection for lawful, non-conforming uses and structures
2. Additional local control provided in decision-making process
3. Flexibility in vegetation management
4. Support Draft Standards by providing technical analysis for need
5. Provide examples of current issues
6. Discuss relationship and separation between the Mississippi National River & Recreation Area (MNRRA) and Mississippi River Trail (MRT)

Additionally, the City notes issues that we have raised with our current ordinance, much of which can now be addressed now that the City has been exempted from the Wild and Scenic designation on the Mississippi River. However, the City does see an opportunity to amend the existing land use classifications to better match existing development patterns and future land uses within the Comprehensive Plan. This would have the effect of reducing the number of existing non-conforming structures under our current ordinance. Non-conforming structures and uses was identified as a key concern by participants/respondents.

Recommendations

The City has a number of recommendations to improve the draft rules based on stakeholder feedback.

1. Protection for lawful, non-conforming uses and structures

A primary concern of our residents is the potential creation of lawful, non-conforming structures. Although the impact may be minor in Ramsey, the current draft rules do create the potential for the creation of non-conforming structures, most notably the bluff setback standard that differs from the standard currently in Ramsey's ordinance. The City of Ramsey does acknowledge the lawful, non-conforming protections under Minnesota Statutes Chapter 462.357.

First, Ramsey will need to spend some time with updated draft standards (pending) to better understand the impacts to existing owners. We hope to consider to work with the DNR to identify appropriate standards to limit the creation of non-conforming uses. Additionally, the City would like to explore the ability to strengthen existing lawful, non-conforming protections through the rulemaking process or the City's general ordinances. Any support that the DNR could provide would be appreciated. We would appreciate clarification how the shoreland sub-section of Minnesota Statutes 462.357 would apply to these standards and whether or not we would be permitted to provide additional flexibility and timelines to lawful, non-conforming uses above Minnesota Statute Chapter 462.357.

2. Additional local control provided in decision-making process

The City of Ramsey acknowledges that the draft rules do correct documented concerns we have had with our existing ordinance in the past. However, the City of Ramsey also acknowledges concerns raised by our partners and peer communities within the corridor. If updated rules are to be adopted, we would want to

ensure that local communities have the flexibility to meet the needs of their community, its existing development pattern, and future land use plans (Comprehensive Plans). A change to the draft rules that correct issues identified specific to Ramsey should not create the outcome of creating a negative effect to another community. We believe there should be a threshold of variation allowed to permit local communities to best match the needs of their residents, while still protecting the key resources identified in the Statute and Executive Order. Strict application of corridor-wide standards may not be the best approach to meet the needs of the diverse development patterns within the corridor.

3. Flexibility in vegetation management

A number of Ramsey residents expressed concern of limitations on vegetation management. Understanding the DNR's assumption that natural vegetation has a benefit to bluff stabilization, water quality, and scenic qualities of the corridor, Ramsey Staff would like the DNR to clarify our role in determining proper vegetation management and what activities a homeowner can complete without approval from the City (i.e. pruning). We have a finite amount of resources to provide to administering these rules; any additional duties, if any are proposed, above what is being provided under the existing rules comes at an additional cost to the City. Ramsey would like to explore alternatives such as a focus on continuous canopy coverage, etc.

4. Support Draft Standards by providing technical analysis for need

A number of Ramsey residents expressed a desire to have access to technical resources to support the methodology utilized to develop specific draft standards. Ramsey's Comprehensive Plan notes [paraphrased] that our land use decisions should be supported by peer-reviewed science. Ramsey recommends the creation of a Resource Library to help in our decision-making process by providing important details on how these draft standards protect the resources identified in existing rules as well as why these resources need to be protected through corridor-wide rules. This will assist us in formulating our final, detailed response.

5. Provide examples of current issues

The Ramsey Staff understands there may be examples of river bank failures that have come close to having an impact to existing structures, or have directly impacted existing structures. It would be helpful for us to see those examples and see how those circumstances apply to the built-environment in Ramsey.

6. Discuss relationship and separation between the Mississippi National River & Recreation Area (MNRRA) and Mississippi River Trail (MRT)

The Ramsey Staff understands that the Critical Area, MNRRA, and MRT are separate components. However, it appears that the relationship and separation are still unclear to many of our stakeholders. This is especially true as it relates to the Critical Area and MNRRA, as they share the same boundary. In addition, the MRT traverses within the boundary of the Critical Area. A resource explaining what the MNRRA is and what it means to private property owners would be helpful in our analysis.

7. Tiered Land Use Approach

The City of Ramsey supports the tiered land-use district approach, as it better matches existing development patterns within the corridor and our Comprehensive Plan goals and implementation strategies. As the entire corridor within Ramsey is within the urban service area designation, the City asks that any area currently shown as CA-2 be shown as CA-3.

However, as stated in Section 2 above, any standard developed to correct current issues with Ramsey's existing ordinance should not create the outcome of creating a negative effect to another community. If the current rulemaking process is determined not to be the appropriate mechanism to address this topic, Ramsey would be willing to work with the DNR to correct our concerns with legislation specific to Ramsey.

Additional Recommendations

The following is a short list of thoughts and ideas following the October 24, 2013 Local Officials Meeting at the League of Minnesota Cities/Metro Cities:

Lawful, Non-Conforming Structures – Additional Land Use District Modification

The City supports additional protections provided to lawful, non-conforming structures by the development of appropriate standards to limit such non-conformities as well as the ability to ensure expansion of lawful, non-conforming structures. This includes lateral expansions and expansions away from the encroaching standard (backward expansion).

To limit the creation of lawful, non-conforming structures, the City recommends the creation of sub-districts to address existing development patterns. For example, Ramsey would recommend that the Bowers Drive neighborhood be classified as CA-3b instead of CA-3. The standards for that sub-district would be unique to this geographic area, but would match the existing development pattern.

Appropriate Standards

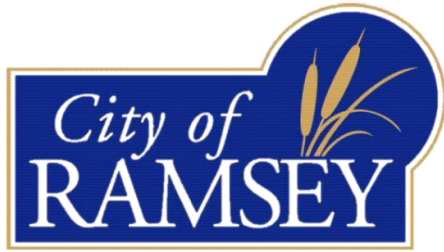
The City believes any standard should focus on the ecological and safety benefits. Standards should be focused more on bluff, steep slopes, and water line setbacks.

Height Limitations

The City supports the use of underlying zoning for height limitations and definition.

Conclusion

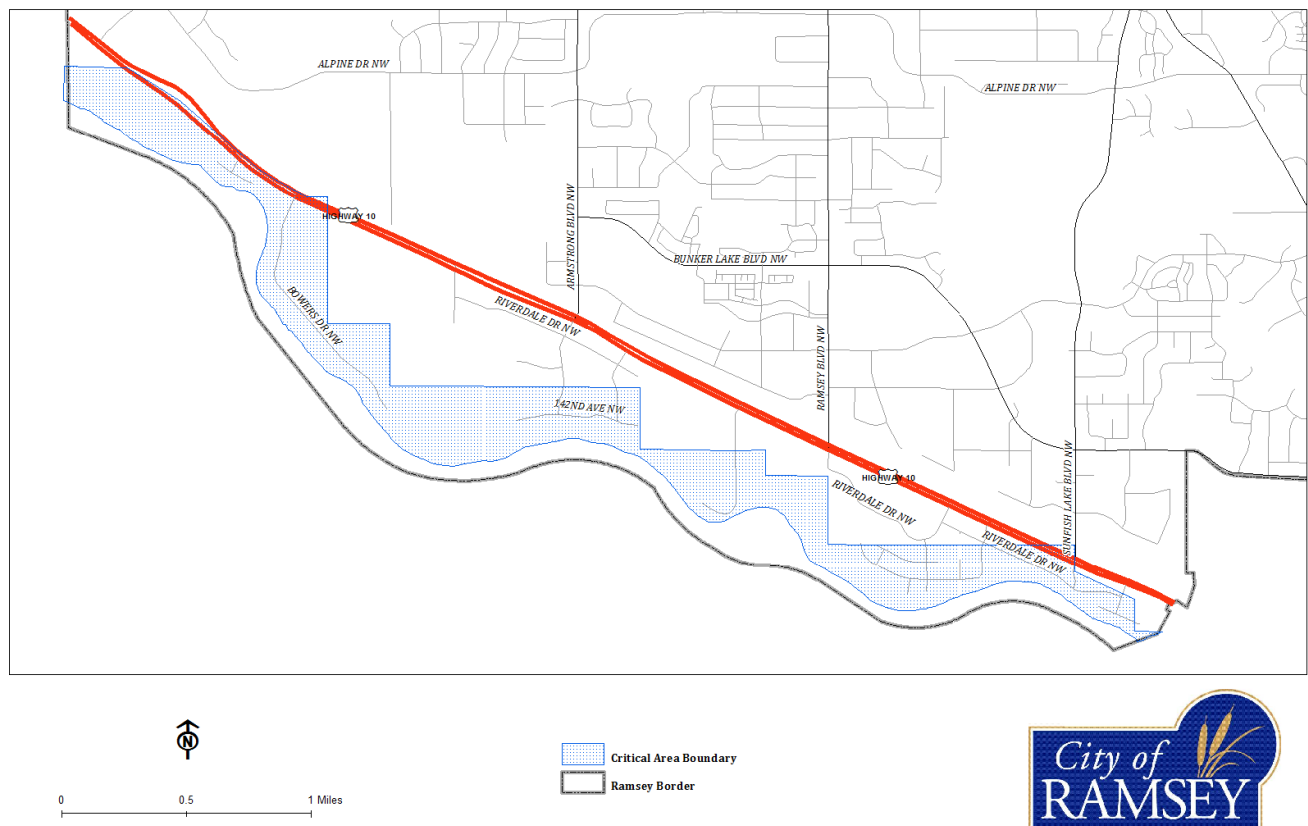
Ramsey is now entering the stage of reviewing specific draft standards proposed by the DNR. Ramsey will utilize the feedback provided by our stakeholders to complete our analysis and touch base with this group again to review said standards. We appreciate the DNR's patience as Ramsey reviews the rulemaking process and standards.



7550 Sunwood Drive NW • Ramsey, MN 55303
City Hall: 763-427-1410 • Fax: 763-427-5543
www.cityoframsey.com

Ramsey wants to invite you to participate in a public process to discuss appropriate standards and be part of the review for the Mississippi River Corridor Critical Area

The City of Ramsey is reaching out to you as a Property Owner near the Mississippi River that is located in the Mississippi River Corridor Critical Area (MRCCA/Critical Area). The Critical Area is a State of Minnesota designation that includes properties along the Mississippi River stretching from Ramsey to Hastings. The intent of this district is to protect key natural, economic, cultural, and ecological resources and protect the scenic quality of the river corridor. The map below indicates areas in Ramsey that are part of the Critical Area.



The City invites you to participate in being part of the process and reviewing alternatives (ranging from new and amended standards to no changes at all) related to an upcoming rulemaking project led by the Minnesota Department of Natural Resources (DNR).

*Monday, September 16, 2013 at 6:00 p.m.
Ramsey Municipal Center, Alexander Ramsey Room
7550 Sunwood Drive NW, Ramsey, MN 55303*

During the 2013 State of Minnesota Legislative Session, the Minnesota Legislature approved House File #1183 (Senate File #1051). This bill, also known as the Omnibus Legacy Bill, included direction for the DNR to update standards for the Critical Area. A similar

process was completed in 2009, however the process was not completed by the required deadline, and revised rules were not adopted. The Critical Area is an existing designation, and the City has previously adopted rules consistent with the existing Statute. This process will potentially update these existing rules.

In order for the Planning Commission, Environmental Policy Board (EPB), and City Council to make informed recommendations on potential draft rules, we first want to hear from you as Property Owners, those most impacted by potential changes to standards. You are an integral part of this process, and the City needs your feedback in order to make an informed decision. As the process has yet to formally begin, the City cannot fully analyze the potential impacts to our residents. However, the City desires to hear from you prior to the process beginning so that you can be part of the discussion, process, and ultimate outcome.

The City desires to hear your thoughts on:

- What key resources do you feel the City and State of Minnesota should protect through updated standards, if any?
- What types of standards (i.e. setbacks, limits on impervious [hard] surface, limits on vegetative removal) would you feel important for the City to protect through administration of additional land use controls, if any?
- What general questions or concerns regarding the Critical Area would you like the City to discuss with the DNR?

This initial public forum hosted by the City on September 16th will begin with a short background presentation at 6:00 p.m. followed by an open public forum and process.

The DNR will be meeting with City Staff and policy makers in late September. In order for this meeting to be productive, your participation in providing input is critical. In addition, the DNR will be hosting Open Houses on the process later this fall. The City Council has asked City Staff to reach out to impacted Property Owners prior to that stage to ensure that your feedback is incorporated into preliminary discussion and in preparation for the upcoming Open House sponsored by the DNR.

Please consider joining us on September 16, 2013 to be part of the discussion and solution. You may also submit comments to tgladhill@cityoframsey.com or by calling 763-576-4308. For more background information, visit our webpage at www.cityoframsey.com/shoreland under the 'Mississippi River Corridor Critical Area (MRCCA)' section.

Sincerely,

CITY OF RAMSEY



Tim Gladhill
Development Services Manager

**MISSISSIPPI RIVER CORRIDOR CRITICAL AREA (MRCCA) RULEMAKING
Ramsey Initial Stakeholder Meeting**

On existing properties - want to be able to:

- Mow to river bank
- Put in Rip Rap and rock to stabilize bank
- Trees do not stabilize river banks (see #2)
 - Can dead trees be removed?
- Funds from Federal or State Government for river bank stabilization

Local Control:

- MRT Concern
- Program for takeover
- Local control being key
- Create problem then find solution perception
- What are proactive steps identified so we can manage locally-necessary steps
- Define problem
- Grandfather rights
 - Transferable?
- City sewer vs. private septic
- Is DNR saying to keep things the same? Or what is the problem?
- See the list of problems
- Money available for Rip Rap, boulders, Etc. from Government?
 - Narrow in critical area
- Wing dams
- Department of Interior agenda?
- Make it clear that the City fights for retain rights for its citizens
- Ask for reasons of what drives setback – technical reasons
- City to develop statement for long term protection

Homeowners' rights to determine our vegetation management for:

- Future land use of undeveloped lot (river access)
- Erosion control options on bluff
- Pruning of trees and tree removal left up to homeowners discretion
- Maintain bank stabilization opportunity for banks and bluffs
- Describe vegetation maintenance
- Protect homeowners river view rights

MISSISSIPPI RIVER CORRIDOR CRITICAL AREA (MRCCA) RULEMAKING
Ramsey Initial Stakeholder Meeting

Comment 1:

What is a visual intrusion? Who determines it is a visual intrusion? What is screening? What material is it? Who determines what needs to be screened? Part 6106.0130 Subp. 12 Plans.

Comment 2:

Tim,

In regards to the open meeting on MRCCA proposed [rulemaking], I am having a tough time formulating any real ideas for comments and input. Is there any place on line that I can find a general idea of what may be proposed [?] Without having some indication of restrictions that may be part of the new rules I'm guessing and shooting in the dark.

As I look around our neighborhood and also travel up and down this beautiful river by water I really don't see anything that I would consider changing. I think that most of us have been good caretakers of this resource.

Are we sure we really need to fix things that appear not to need fixing?

It is hard for me to believe that home owners located on the river and paying high taxes are not taking care of their property. We have a fairly modest home of less than 3000 sq ft and pay taxes of \$5000.

So far in looking on line I only see that MRCCA will have more information on proposed rules shortly.

Obviously not in time for putting our comments together.

Thank you for your time.

Comment 3:

September 12, 2013

Dear Mr. Gladhill,

Re: MRCCA

We have been Ramsey residents for 39 years and have been property owners on the Mississippi River for 24 years. We support the protection and enjoyment by all of this valuable resource, but we find many of the new rules too imposing, intrusive and far reaching for the DNR as well as other government agencies. Many of these rules that impact property owners have no environmental value, but are primarily aesthetic in nature.

We would encourage the City of Ramsey to oppose limits on homeowners on the Mississippi specifically regarding removal of their own dead or diseased trees, branches, plants or shrubs. We don't need a specialist to oversee these activities. If tree branches are overgrown in our yards and new rules prevent us from maintaining them they could harming us by poking us in the eye or causing an

accident on our mower. (That's if we're still allowed to mow our grass, if, we can keep it.) We should be able to trim them on our own as we have over the years. We don't need a tree specialist or a government agent to make that determination. Seriously, who is going to foot that bill, guess who? We also are users of the river and when branches on trees are allowed to be fully overgrown we cannot enjoy the view either.

Speaking of enjoying the view. Who discerns what is visually intrusive? The person going by in a canoe? Should peoples['] homes, garages, vehicles be screened from view? How again does that improve our environment? People live in houses everywhere, we all know that and do we really have to keep them out of view so as not to offend "the user"? [Doesn't] he or she live in a house too? Is there a conforming material for that? Will there be tax credits for those people who cannot afford to comply, will others be penalized on their real estate taxes? Personally, a concrete or asphalt parking lot full of vehicles is intrusive to look at from the water, but that is exempt. I think it contributes to run off but I am no expert on that. Doesn't run off have an ecological impact? So public exempt properties don't have to be aesthetic or environmentally safe? Only privately held properties?

Restoration of vegetation to a natural state is a great idea. In a perfect world. But we also would like to enjoy parts of our acreage that we pay those exorbitant real estate taxes for. The person using the river is not the only user here. Let's not forget that. There are many properties where lawns meet the river. Ours is not one of those. I think that educating the homeowner and encouraging incorporation of some natural vegetation is acceptable. Forcing people to do these things does not bring about a good outcome. I also don't believe the original intention of this plan is to return to the way it used to be years ago.

We are also concerned that someday when we sell our home there will be something nonconforming given all of the rules. A nonconforming property creates an exception in the title policy. The mortgage company will not underwrite a loan for the buyer. What protection or guarantees do we have for availability of mortgages for MRCCA nonconforming properties? Will the Commissioner create a rule for that?

There are many other issues that impact homeowners (i.e. set backs, heights, zones) and their rights to enjoy their properties that don't personally affect our property as far as we can tell. However, the rules should be more inclusive to allow enjoyment of this resource by all with more reasonable standards supported by proven ecologically beneficial results.

The money generated by the Omnibus Legacy Bill provided to the DNR might be better spent improving the quality of this body of water rather than its aesthetics. Zebra mussels have now found their way to our area and other species continue to threaten Minnesota lakes and rivers but the DNR recently rejected the idea of using legacy fund dollars for prevention. We have all contributed sales tax money towards that since 2008, but we don't know best how it should be spent. Really?

Thank you for your consideration of our input. I hope that a mutually beneficial plan incorporating fewer updated standards and less land controls can be created.

Comment 4:

Hi Tim,

My Wife and I have been property owners on the Mississippi River since 1987. We support the protection for all to enjoy this valuable resource, but we find many of these new rules that would impact property owners to have no environmental value. Our property has both natural vegetation, and an area we have landscaped to enhance the property. People floating by in canoe's etc. always comment how nice our

landscaped area looks but never say anything about the natural area. Also the natural area during high water (April-June) is very difficult to keep protected, shoreline erosion is significant.

The roots from the trees and vegetation are not enough to keep the soil from eroding. Since we have owned the property we have lost many feet of shoreline from the high water in the natural vegetation area, but none of the area we have landscaped has been affected by high water.

We feel the money generated by the Omnibus Legacy Bill provided to the DNR would be better spent on improving the quality of the water. Many of the small river and tributes that feed into the Mississippi river are running through farm land.

Every year more farm land is getting tilled and it is drained into these tributes. Studies have shown how the herbicides, pesticides, and fertilizers are affecting the water quality. If the water continues to be contaminated no one will be able to enjoy the river.

We encourage the City of Ramsey to oppose limits on homeowners who live on the Mississippi River.

Meeting Date: 10/29/2013

Information

Title:

PLANNING COMMISSION AND ECONOMIC DEVELOPMENT AUTHORITY (EDA) : Review Alternatives for Highway 10 Access Planning Study; Case of Minnesota Department of Transportation (Mn/DOT)

(Anticipated Start Time = 7:30 p.m.)

Purpose/Background:

The purpose of this case is to receive a presentation from Bolton and Menk (consultant to Mn/DOT) to review alternatives to be presented as part of the Highway 10 Access Planning Study .

Mn/DOT and Anoka County, in cooperation with the Cities of Ramsey and Anoka, are conducting the Hwy 10 Access Planning Study to re-examine and identify the ultimate amount of access, types of access and locations of access to Highway 10 between the Anoka/Sherburne County line and the Rum River.

The following is information from the Mn/DOT website:

Based upon traffic volumes and safety concerns along this stretch of Hwy 10, project partners agree a freeway is the proper vision for this corridor. However, considering overall state and federal funding levels, it will be challenging to expand this portion of Hwy 10 to a freeway within the current 20-year planning horizon. Therefore, an alternative approach to incrementally improve safety and mobility on Highway 10 is needed in the short-term. The intent of this study is to identify high-benefit improvements that are fiscally responsible so that improvements can be funded, programmed and implemented incrementally to improve the corridor's mobility and safety, for motorists and pedestrians, in a timely manner. The study is anticipated to be completed over the next twelve (12) months and include a variety of forms of input.

It is important to note that the intent of this study is not focused on the long term solution for Highway 10, but interim safety and mobility solutions based on recent crash history until the ultimate vision is achieved. Staff continues to express to Mn/DOT the importance of a long term solution in a timely manner. In order to best focus Staff involvement in the study preparation, Staff has prepared a Policy Statement, which was reviewed by the City Council on July 23, 2013.

Mn/DOT has prepared a Problem Statement aimed at guiding the purpose of this specific study. Mn/DOT acknowledges that the long-term vision of the study area is conversion to freeway status. This study aims at interim improvements that will increase safety and mobility as incremental steps towards the larger goal. Mn/DOT has reiterated importance of including current financial conditions as it relates to freeway conversion. Staff was successful in securing language in the Problem Statement that maintains the ultimate vision and focus on incremental improvements that will eventually lead to said vision.

The study is broadly organized between Community Input and Technical Input. In terms of technical input, a Project Management Team of Mn/DOT staff is guiding the overall effort with technical assistance and facilitation provided by Bolton and Menk, Inc. This PMT meets monthly. Community input is provided by a combination of a Study Advisory Committee (SAC), City Coordination Meetings, Public Open Houses, Business/Stakeholder Meetings, and Elected Officials Meeting.

Study Advisory Committee

The Study Advisory Committee is comprised of Staff from each of the agencies (cities of Ramsey and Anoka,

Mn/DOT, Anoka County, and the Metropolitan Council). The City Engineer and Development Services Manager represent the City on this committee.

City Coordination Meetings

City Coordination Meetings are generally held quarterly as a precursory to the scheduled Open Houses and Stakeholder Meetings. These meetings are held with Staff from each of the cities in preparation for the public meetings.

Public Open House

Public open houses are scheduled through out the study as opportunity to provide input to study details and alternatives.

Business and Stakeholder Meetings

Stakeholder meetings are scheduled as a more focused follow up to the public open houses, and includes Property Owners directly impacted by potential alternatives.

Elected Officials Meetings

Elected officials meetings are also scheduled as follow to the public meetings and for guidance and recommendations on policy questions.

Mn/DOT is planning on hosting an Open House in November or December to present alternative solutions to address the Problem Statement (attached). Bolton and Menk has prepared a Toolkit for review that contains various alternatives that may be able to be applied to Highway 10. Mn/DOT requested to review these alternatives with the City Council and advisory boards prior to publishing information regarding the next Open House. *The intent of this case is to receive a presentation by Bolton and Menk on the Toolkit and provide feedback to assist in the preparation of the next Open House.*

More information can be found on the Mn/DOT project webpage, accessible through www.cityoframsey.com/Highway10.

Timeframe:

The next Open House is scheduled for December, 2013.

Funding Source:

The Access Planning Study is a Mn/DOT study, with participation from the cities of Ramsey and Anoka, Anoka County, and Mn/DOT. City participation in the study is being handled as part of normal Staff duties.

Responsible Party(ies):

The City Engineer and Development Services Manager are a part of the Study Advisory Committee (SAC).

Outcome:

Attachments

[Study Area Map](#)

[Issues Map](#)

[Problem Statement](#)

[Ramsey Policy Statement](#)

[Study Schedule](#)

[Public Involvement](#)

[Decision Making Matrix](#)

[Access Brochure](#)

Toolkit

Form Review

Inbox

Bruce Westby

Kurt Ulrich

Form Started By: Tim Gladhill

Final Approval Date: 10/24/2013

Reviewed By

Bruce Westby

Kurt Ulrich

Date

10/23/2013 04:00 PM

10/24/2013 03:30 PM

Started On: 10/15/2013 03:30 PM



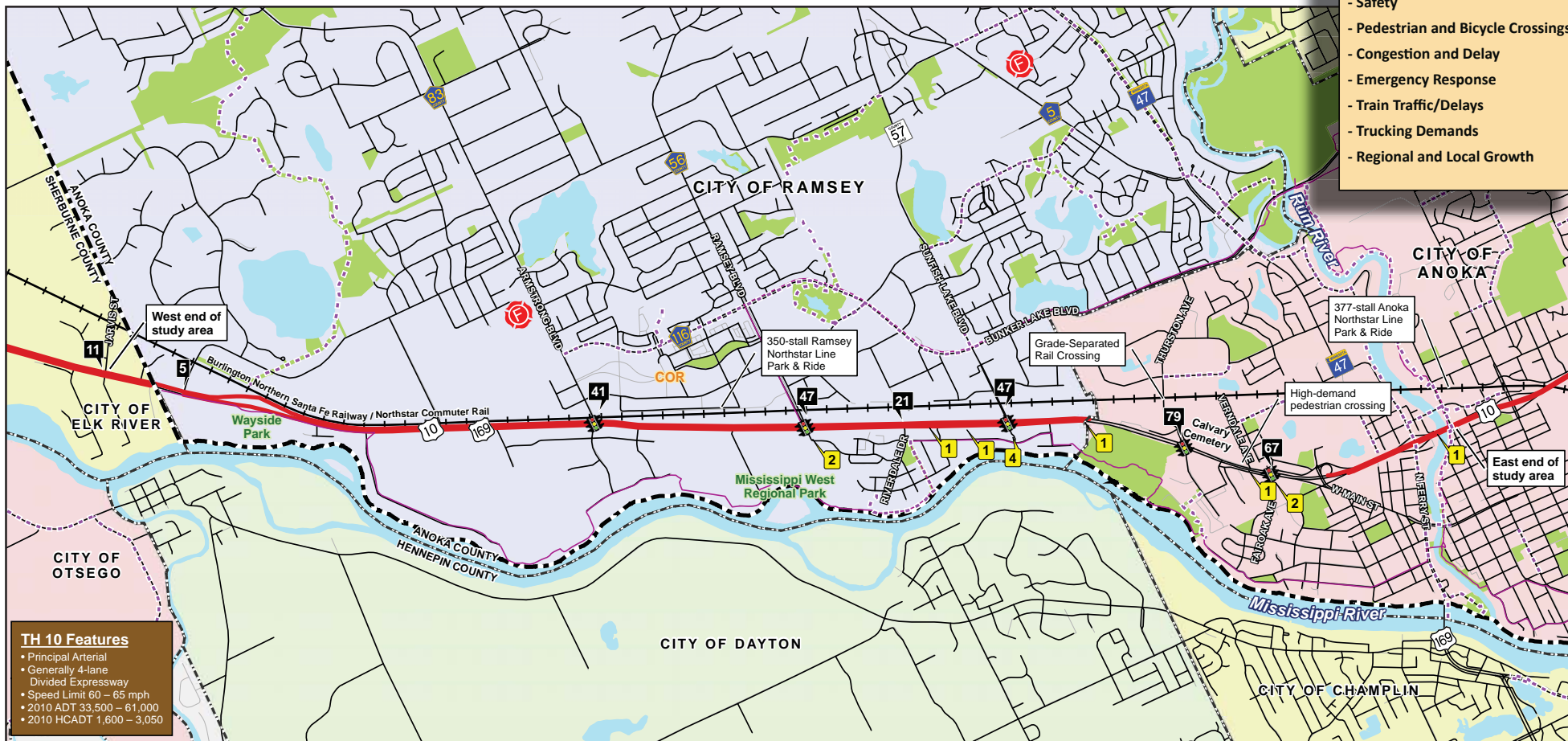
Source: MnGEO, MnDNR



TH 10 ACCESS PLANNING STUDY
Anoka County, Minnesota
Study Area

Figure 1
 June 2013

Highway 10 Access Planning Study



- Key Issues**
- Safety
 - Pedestrian and Bicycle Crossings
 - Congestion and Delay
 - Emergency Response
 - Train Traffic/Delays
 - Trucking Demands
 - Regional and Local Growth

- TH 10 Features**
- Principal Arterial
 - Generally 4-lane
 - Divided Expressway
 - Speed Limit 60 – 65 mph
 - 2010 ADT 33,500 – 61,000
 - 2010 HCADT 1,600 – 3,050

Legend

	Fatal Collision ¹		Railroad/NorthStar Commuter Rail
	Collision ²		Regional Trails
	Fire Stations		Bikeway
	Functional Class Roads		Park, Preserve
	Local Road		Open Water Features

1 - Occurrences from 2003 to present
 2 - Occurrences from 2008 to 2012

**TH 10 Access Planning Study
MnDOT Metro District
Anoka County, Minnesota**

**PROBLEM STATEMENT
July 2013**

Highway 10 is a principal arterial roadway providing a significant transportation connection from Minneapolis - St. Paul to the northwest suburbs and beyond. The 4-lane roadway (Anoka/Sherburne County line to the Rum River) carries average daily traffic volumes ranging from 33,500 to 61,000 vehicles per day.

Highway 10 has been studied numerous times over the past decade, each time furthering the planning for conversion to a full freeway. Based upon traffic volumes and safety concerns, a freeway is the proper vision for this corridor. The corridor is commonly congested and has much higher than average crash and severity rates than comparable corridors. In addition, the corridor has five signalized intersections and numerous other access points (14.5 per mile) contributing to the degradation of the facility. Over the past 10 years, 13 people have died on the 7-mile corridor. Four of these fatalities were pedestrians, including three in the past 18 months.

Considering overall state and federal funding levels, it will be difficult to expand this portion of Highway 10 and achieve the vision of a freeway facility in the immediate future. To reduce crashes and improve mobility issues, it is reasonable and responsible to implement low-cost, interim measures that incrementally improve safety and operations for all users of the Highway 10 corridor.

The intent of this study is to identify high-benefit improvements that are fiscally responsible so that improvements can be funded, programmed, and implemented incrementally. The price paid for waiting for funding to construct expensive, comprehensive improvements will be continued congestion, numerous conflict points, and continued severe and fatal crashes.

Highway 10 Access Study (2013)

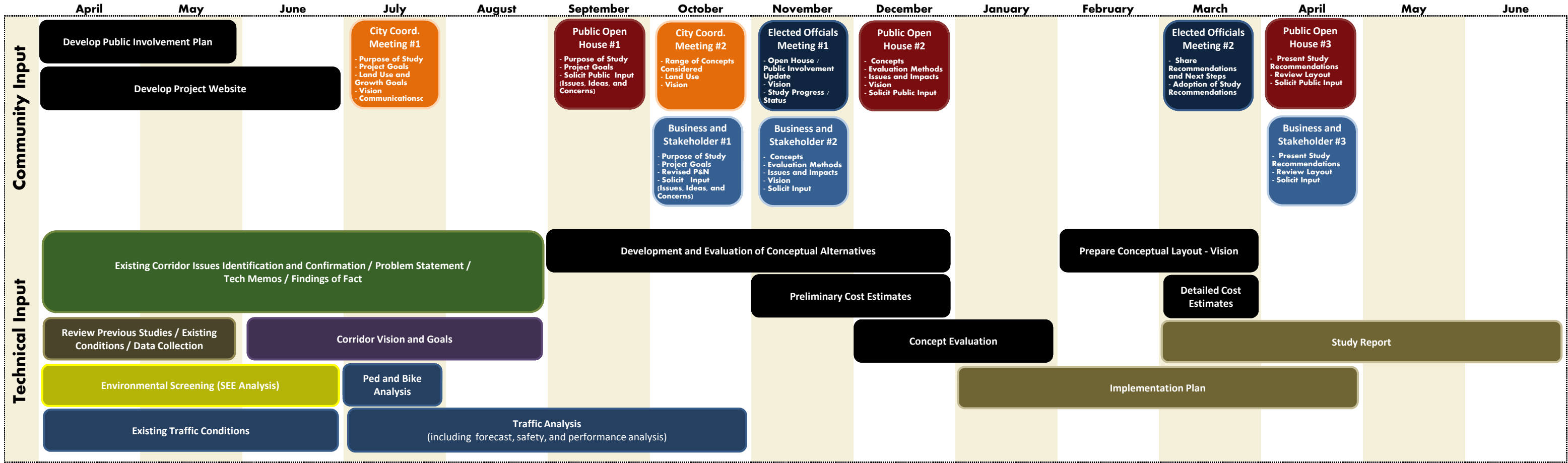
Ramsey Policy Statements

The City of Ramsey has adopted the following policy statements to guide input on the Highway 10 Access Study (2013) and supports the following:

- Ramsey asserts that it is important to acknowledge the fact that the local communities' ultimate vision is to convert U.S. Highway 10 to freeway status.
- Ramsey acknowledges the benefit of this current study and will work collaboratively with agency partners to develop successful implementation to achieve the goals of the study, but desires to continue to work with Mn/DOT beyond this current study to continue to update current development and fiscal plans to advance the conversion to a freeway system.
- Ramsey supports interim improvements that can successfully demonstrate improvements to pedestrian safety, overall mobility, and congestion mitigation, provided that said interim improvements do not negatively impact the ultimate vision of a conversion to freeway status and done so in a fiscally responsible manner.

TH 10 Access Planning Study

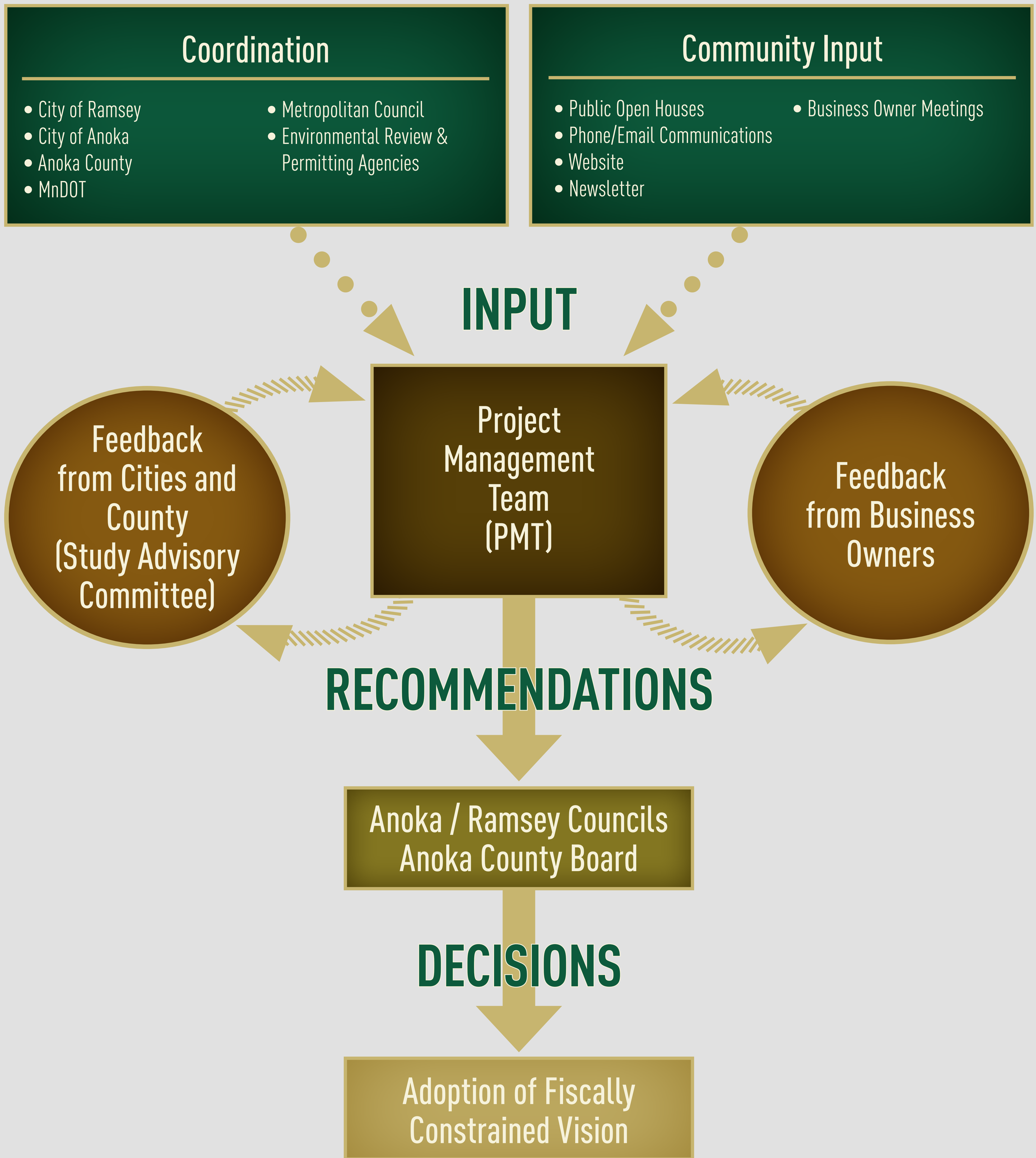
Project Meeting Schedule



TH 10 Access Planning Study
Minnesota Department of Transportation
Public Involvement Plan

Meeting Groups / Activities	Attended By	Roles & Goals	Project Phase
Project Management Team (PMT)	MnDOT Anoka County Metropolitan Council Consultant Staff	<ul style="list-style-type: none"> - Manage and deliver the project - Ongoing discussions - Consider all input - Review studies / analysis / designs - Manage communications 	Monthly
Study Advisory Committee (SAC)	City of Ramsey, Anoka and Elk River Anoka County MnDOT Metropolitan Council Consultant Staff	<ul style="list-style-type: none"> - Review study materials - Provide feedback to the PMT on issues or concerns - Discuss public involvement - Comment on specific study findings and recommendations 	Monthly or Every other Month
Ramsey City Council	Council City Staff Consultant Staff MnDOT Staff	<ul style="list-style-type: none"> - Review deliverables and recommendations - Provide feedback to PMT - Make decisions to implement improvements 	2 meetings
Anoka City Council	Council City Staff Consultant Staff MnDOT Staff	<ul style="list-style-type: none"> - Review deliverables and recommendations - Provide feedback to PMT - Make decisions to implement improvements 	2 meetings
Anoka County Board	County Board County Staff Consultant Staff MnDOT Staff	<ul style="list-style-type: none"> - Review deliverables and recommendations - Provide feedback to PMT - Make decisions to implement improvements 	2 meetings
Environmental Review and Permitting Agencies	Federal, State, Regional and Local Agencies, Consultant Staff	<ul style="list-style-type: none"> - Provide regulatory agency comments - Review, provide input, and approve - Identify permit requirements 	Ongoing / As needed
Property Owner & Business Meetings	Consultant Staff Business Owners Property Owners	<ul style="list-style-type: none"> - Educate with information and insight - Build respect and understanding - Provide input - Identify issues and concerns - Work with the project team to resolve issues 	Ongoing / As needed
Public Open Houses	City Staff County Staff MnDOT Staff Met Council Staff Consultant Staff Public Stakeholders	<ul style="list-style-type: none"> - Open opportunity to ask questions and comment - Stakeholders learn by hearing others questions and comments - Provide input regarding community interests - Identify issues and concerns - Communication targeted to all people who have a stake in the project 	3 meetings
Other Project Communications	City of Ramsey, Anoka and Elk River Anoka County MnDOT Metropolitan Council Consultant Staff	<ul style="list-style-type: none"> - Website that informs and provides access to study products - Targeted mailings and newsletters to stakeholders - Advertisements in local news paper 	Ongoing / Prior to Open House events

TH 10 Access Planning Study



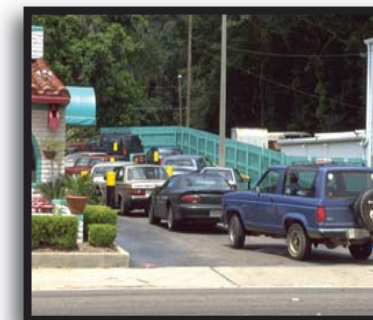
References

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- 2 Preston, H., et al. *Statistical Relationship between Vehicular Crashes and Highway Access*, Minnesota Department of Transportation, Report MN-RC-1998-27, August 1998.
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- 9 Plazak, D. and H. Preston, *Long-Term Impacts of Access Management on Business and Land Development along Minnesota Interstate-394*, Proceedings of the 2005 Mid-Continent Transportation Research Symposium, CTRE - Iowa State University, 2005.
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U.S. Department of Transportation
Federal Highway Administration
Office of Operations

400 Seventh Street, SW
Washington, DC 20590

www.ops.fhwa.dot.gov/access_management
August, 2006
FHWA-HOP-06-107
EDL 14294



SAFE ACCESS IS GOOD FOR BUSINESS



You may be reading this primer because your state transportation agency or local government has told you about plans that will affect access to your business. They may be planning to install a raised median on your roadway, to close a median opening, or to reconfigure your driveway. Perhaps your request for a driveway is under review or the regulating agency has imposed conditions on its approval. Or, maybe the state or local agency is planning a new access policy and you have questions or concerns about the economic effects of these changes.

Whatever the reason, it is important for you to understand the basis for these changes and how they might affect your business.

This primer will address questions you may have about access management and its effect on business activity and the local economy. It focuses on economic concerns that may arise in response to proposed access changes or policies, including potential impacts on business activity, freight and deliveries, parking for customers, and property or resale value of affected property.

Why is my access being changed or reviewed?

The access changes being proposed for your business or road are part of a growing effort by government agencies to improve how major transportation corridors are managed. These efforts, known as access management, involve the careful planning of the location and spacing of driveways, street connections, median openings and traffic signals. Access management can also involve using medians to channel left-turns to safe locations, and providing dedicated turn lanes at intersections and access points to remove turning vehicles from through lanes. The combined purpose of these strategies is to reduce crashes and traffic delay.

To understand access management, it is important to know that roads have different primary functions; either to provide access or move traffic.

- The main function of **minor roads**, like neighborhood collectors and local streets, is to provide access. Minor roads must operate at slower speeds so people can enter and exit homes and businesses safely and conveniently.
- The main function of **major roads**, like interstate freeways and regional highways, is to move traffic over long distances at higher speeds. Access to these roads must be carefully managed so requests for new access to development do not contribute to unsafe or congested conditions.

"In the four years I have lived here we at times have seen a lot of rear end collisions here, and we haven't seen one now for a long time."

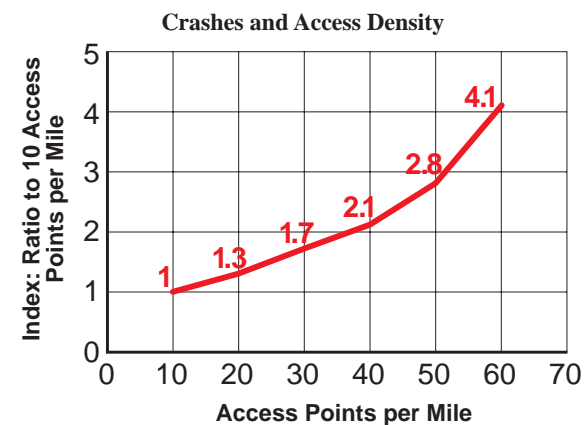
— E. Stanley Tripp of Tripp's Auto Sales in Spencer, Iowa, commenting on a median project in his area.

How exactly does this improve the situation on my road?

One reason managing access on major roads is so important is that driver safety is reduced when access is not properly located and designed. Imagine, for example, a driveway on an interstate freeway – it would certainly cause serious safety concerns. These same safety problems occur with improperly designed access to major arterial roads.

Managing access on your road can result in better traffic flow, fewer crashes, and a better shopping experience for you and your neighboring businesses.

Consider the effects of adding more access points to a highway. A national study in the late 1990s looked at nearly 40,000 crashes and data from previous studies to determine the crash rate associated with adding access points to major roads. It found that an increase from 10 to 20 access points per mile on major arterial roads increases the crash rate by about 30% (1). The crash rate continues to rise as more access is permitted. This is why **studies consistently show that well-managed arterials are often 40 to 50 percent safer than poorly managed routes** (2).



Transportation Research Board, Access Management Manual 2003

How can I have a say in the access management project on my road?

Get involved! All government agencies are required to involve the public in transportation policy and project decisions. Most state transportation agencies offer open house meetings during transportation project planning and design, and both state and local government agencies conduct public meetings and hearings when making important policy or regulatory changes that involve access management. Prospective business owners can also review area master plans to research potential changes.

It is important for you as a stakeholder in an access management project to attend public meetings and hearings and to voice your ideas and concerns.

These meetings are opportunities for you to hear more about an access management project or plan and to make the planners and engineers aware of how it impacts your business. This might involve issues related to internal traffic circulation and parking, deliveries, plans for expansion, etc. Knowing this information early in project planning or design allows them to make better project decisions and can result in changes that reduce or avoid adverse impacts on your business.

For example, many businesses depend on trucks for deliveries and other functions. Larger trucks are not typically able to make certain movements (such as U-turns). It is important to work with agency staff to develop a plan that will accommodate truck access to your business in a manner as convenient as possible. Sometimes this will require that trucks follow a slightly different route to arrive at the property. Project planners can work with you to assure that trucks will be able to access your business. This is just one of many ways your input is important.

Where can I go to learn more about access management?

Hopefully this primer has answered some of the questions that you, as a business or property owner, may have. Your state or local transportation agency or your state's Federal Highway Division office (on larger projects) are other excellent resources to point you to the right project manager, or to answer your general questions concerning access changes. These transportation agencies need and value your input as they strive to provide a safe and efficient highway system.

For the latest information on access management or to order the latest Access Management Library CD/DVD collection, go to www.accessmanagement.gov. Other important sources for information on the economic effects of access management include the TRB Access Management Manual, and NCHRP Report 420: Impacts of Access Management Techniques, which are both available from the Transportation Research Board at www.trb.org.

What can be done to keep my business going during construction?

There's no doubt about it, road construction can disrupt customers and drivers, but there are ways adverse impacts can be minimized. **Two key issues during construction are maintaining open access to businesses for customers and deliveries, and having sufficient sign visibility so your customers know you are open, and know how to enter and exit your site during this period.**

When your road is scheduled for reconstruction, your transportation agency will initially notify you about what to expect in terms of traffic, duration of construction, any foreseeable disruptions, and so on. It is important for you to respond to them about your special needs and concerns. Below are some of the things that you can ask of the agency:

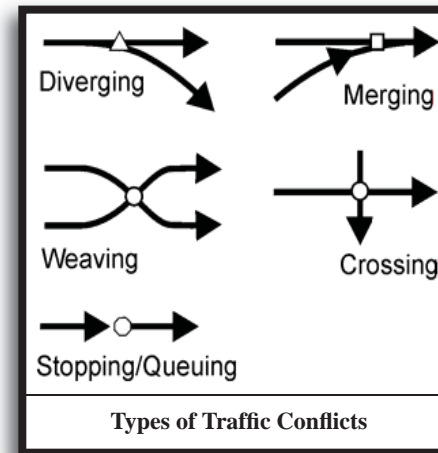
- Provide clear signs from the roadway to business entrances;
- Provide temporary and/or secondary business access points, where feasible;
- Schedule construction for after business hours or to occur during times of low usage for seasonally-oriented businesses;
- Provide alternative parking, if possible and avoid taking or blocking parking spaces;
- Stagger construction along a corridor so impacts are localized and staged;
- Expedite construction through incentive/disincentive programs;
- Avoid blocking business entrances with construction equipment or construction barriers;
- Establish a single point of contact in the agency about the construction project to communicate with property and business owners and help address issues that may arise;
- Provide regular project progress reports to business and property owners.

Business owners certainly may see drops in gross revenues during construction. But these are not unlike drops you may routinely experience during expansions, remodeling, seasonal variations, or other self-initiated management. Experience has shown that "construction" drops are temporary too, and that retail sales typically return to pre-construction levels or greater. Research findings from corridors in Texas indicate that businesses did not change employment levels during construction periods. This finding indicates that retailers understand that construction projects are a temporary and perhaps even an inevitable disruption to business, and that loyal patrons will return to stable businesses. The same research found that gross revenues typically either returned to pre-construction levels or were higher after construction was complete (7).



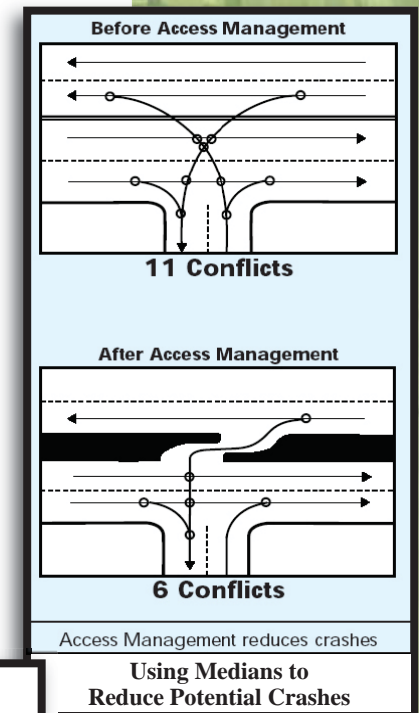
Example of Crash Involving Left-Turn Movement from Driveway

How does access management improve safety?



Each access point creates potential conflicts between through traffic and traffic using that access. Each conflict is a potential crash. **Access management improves safety by separating access points so that turning and crossing movements occur at fewer locations.** This allows drivers passing through an area to predict where other drivers will turn and cross, and also provides space to add turn lanes.

The figure to the right shows how basic changes in access design, such as incorporating a median or changing a full median opening to a directional opening, can reduce traffic conflicts and the potential for crashes.



If crashes and congestion become frequent on your roadway, people will seek out other routes. Bear in mind that a single crash can tie up traffic and potential customers for hours.

What about congestion and the effect it has on my market area?

Access management not only improves roadway safety, it also helps reduce the growing problem of traffic congestion. Frequent access and closely spaced signals increase congestion on major roads. **As congestion increases, so does delay, which is bad for the economy and frustrating to your customers.** Well-managed arterials can operate at speeds well above poorly managed roadways – up to 15 to 20 miles per hour faster. **This means more traffic past your door and better exposure for your business. It also means a more convenient shopping experience for your customers.**

How will a change in access affect the success of my business?

To address this question, it's important to first determine the type of business that you own – drive-by or destination.

- **“Destination businesses”** are businesses that customers plan to visit in advance of the trip. Examples include electronics stores, doctor or dentist offices (in fact most offices), major retailers, insurance agencies, sit down restaurants, etc.
- **“Drive-by businesses”** are those that customers frequent more on impulse or while driving by, such as convenience stores, gas stations, or fast food restaurants.

If you own a drive-by business, your clients will expect to get in and out easily from the highway. For you, the critical issues are visibility, signage, and convenient access. If your site is relatively small, a driveway connecting to the highway may not be your best option. A driveway on a highway service road or a private circulation lane serving several properties can increase the convenience of your access and the volume of customers you can accommodate. Convenient access can be provided by periodic connections between the service road and the highway, or through the shared private access points. Short driveways or open frontages not only cause safety hazards for pedestrians and traffic, but have less capacity than local roads or long driveways.

Access management has no impact on the demand for goods and services.

If you are the owner of a destination business, your customers are planning their trips in advance. A driveway on a congested highway or a highway that is perceived as unsafe may actually intimidate customers from making the trip. Most small destination businesses or specialty stores benefit more from access to a lower speed minor road, such as a neighborhood collector road. The greater exposure that a major road provides is an advantage for larger destination businesses, but it's a good idea to have access from more than one roadway. Allowing customers to enter and exit from different directions will increase safety and convenience.

“Our business has increased about 20% in customer count.”

— C. Randy Rosenburger
of City Looks in Ankeny
Iowa.

So what's the bottom line on access management?

Efforts by government agencies to manage access in site development and road projects can help businesses, even those operating on older highway corridors, in a variety of ways. Here are some specific benefits to you and your customers:

- **Fewer roadway delays and better traffic flow will result, which will preserve and possibly even enhance the market reach of businesses in your corridor;**
- Safer approaches to businesses result from installation of medians, which can also be landscaped to improve the image of the area;
- Properly designed entrances shared by multiple businesses allow more site area for parking, more customer options to access your site, and improved landscaping or other site amenities;
- Service roads along the highway allow customers to enter and exit businesses conveniently and safely, away from faster moving through-traffic;
- Internal connections between businesses allow customers to circulate easily, without reentering a busy road; and/or
- Driveways and service road entrances farther away from signalized intersections allow easy access for customers, even during times of peak congestion.

“It has been a very positive thing all the way around, from the economic, and the community sides. We have improved our tax base, we have improved our traffic problem, and plus we have improved our business community.”

— Chuck Fisher, Supt. Public Works
Ankeny, Iowa

In brief, minimizing the number of curb cuts, consolidating driveways, constructing landscaped medians, and coordinating internal site circulation and parking among several businesses results in a visually pleasing and more functional corridor. That protects your investment in your business, the public investment in the roadway, and can even help attract new investment into the area.



“There are a lot of beautification projects going on, tree plantings and what have you. I think the landscaping in the medians has very much added to the very nice decorum of Ankeny. It will make a nice impression for those visiting Ankeny, or living here.”

— Andy Kasper, Iowa Realty, Ankeny, Iowa

What are the other issues with frontage or service roads?

- **Service roads that run behind highway properties are often less disruptive to existing businesses than frontage roads, less costly for an agency, and more functional than a frontage road.**
- Rear service roads can provide access to businesses on each side and can operate safely from both directions. Frontage roads provide access only to businesses fronting on the highway and are much safer when designed for one-way traffic.
- Additional right-of-way will be needed for the frontage or service road and for connecting a service road back to the highway or side street. If your site will be impacted, it is important to work with the agency on how to reduce adverse effects. For example, if your site becomes nonconforming under local zoning regulations because of a smaller setback or other change, ask the local agency if they will waive that status, given that it was caused by a government right-of-way taking.

What are other commonly used access management techniques?

Regulate minimum spacing of median openings and access connections (driveways and street connections).	Limit the number of access points per property, or consolidating access points and encouraging shared driveways.	Establish standards for driveway width, driveway throat length and internal drive aisles to move traffic smoothly off of the adjacent street.
Move access points away from signalized intersections and freeway ramps.	Incorporate right- and left-turn lanes into roadways.	Close or replace a full median opening with a directional opening.
Provide a service road or parallel collector roads and side streets for site access along an arterial roadway.	Promote interconnection of parking lots and unified on-site circulation systems.	Install a median on an undivided roadway or replace a continuous two-way left-turn lane with a median.

How important is access to the success of my business?

Location and access are factors, but not the most important factors that determine whether businesses succeed or fail. The main reason that businesses fail is lack of management expertise (3). The main reasons that businesses succeed include (4):

- the experience of management,
- how well customers are served,
- the quality of the product or service provided,
- adequate financing and investment,
- well-trained employees,
- the level and nature of competition, and
- keeping costs competitive.

Given that access is not the primary reason that businesses survive or fail, it follows that a change in access will not be the primary cause of whether a business will survive or fail. In fact, access is one of the lesser factors that customers will consider when weighed against price, service, product, and store amenities.

This is not to say that good access is not important to your business. **Whether your business is large or small, it is important that you can handle customer traffic demand.** If you operate or develop major retail centers, factories, or campuses, proper location and design of access is essential to customers and employees. For shopping centers, the Urban Land Institute's Shopping Center Development Handbook states "poorly designed entrances and exits not only present a traffic hazard, but also cause congestion that can create a negative image of the center (5)." This is also true for small businesses, especially those on the intersection of busy roads. If your business is difficult or unsafe to enter or exit, then customers may be dissuaded from visiting.

Just think about the roads in your community where access has been carefully planned and compare them to those having lots of driveways, open frontages, and no median. Which roads do you prefer to travel on and which corridors have the most vibrant businesses?

Small corner properties are more difficult to access.



This queue is blocking street traffic and additional customers

Is this a sign of a store doing great business, or one that is telling customers to try the next guy down the street?

What has been the impact to businesses where this type of thing has been done?

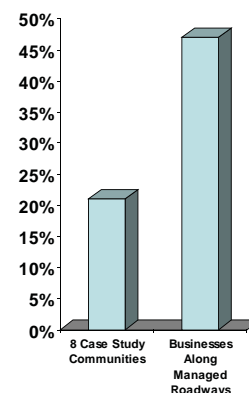
Studies of the business impacts of access management projects in Florida, Iowa, Minnesota, Kansas and Texas have consistently found that most businesses continue to do well when the project is completed. These results are particularly true for destination businesses. However, most drive-by oriented businesses are not unduly affected either. Drive-by businesses have been adversely affected by reconstruction projects that reduce their visibility from the major road or cause them to have highly circuitous or inconvenient access. However, these are not typical impacts of access management projects and where they do occur, it is not uncommon for transportation agencies to compensate business owners for losses.

Business activity: Access management projects alone do not appear to increase or decrease business failure rates (6). This makes sense considering that many factors other than highway access can affect business success. **“Before and after” studies of businesses in Florida, Iowa, Minnesota, and Texas along highways where access has been managed found that the vast majority of businesses do as well or better after the access management projects are completed.** The turnover rate (the proportion of businesses that close or move out each year) of businesses in Iowa and Minnesota was studied along newly access-managed corridors and was similar to or lower than that of the surrounding area. For example:

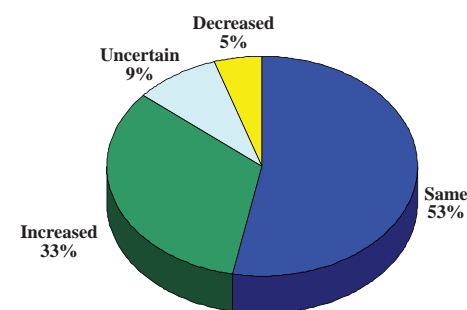
Businesses affected by access management projects in Iowa tended to do at least as well in terms of growth in retail sales, but usually better than those in surrounding communities, after the projects were completed. Most of these Iowa business proprietors said that sales were similar or greater following the completion of the projects. Only five percent reported a sales decrease (6).

Impact of Access Management on Retail Sales Growth

- In the 1990s, retail businesses along eight recently access managed roadways in Iowa were compared to their surrounding communities.
- The businesses along the managed corridors experienced much higher retail sales growth during the decade than those businesses in other locations in these eight communities.



Business Proprietors' Reported Sales Comparisons



FRONTAGE or SERVICE ROADS

A frontage road is a type of service road that parallels a major road or freeway and is located between the road and building sites abutting the road. Service roads can also run behind businesses.

The purpose of these roads is to provide lower-speed access to commercial sites along a major roadway and to separate business traffic from higher-speed through traffic. Connections of frontage or service roads to side streets or onto the highway must be well away from signalized intersections, so entering and exiting traffic doesn't conflict with traffic queuing at signals.



Rear service roads providing access to highway commercial properties.

A frontage road.

How will I get access while I'm waiting for a frontage or service road to be finished?

Some sites may need to be given temporary access to the major roadway until the service road system is complete. This is typically needed when a service road is being constructed in segments through the development process, rather than built by a transportation agency as part of a road construction project. Most agencies will require you to remove your temporary driveway and build a driveway to the frontage or service road at a later time, so it's important to design your site access and circulation to accommodate that change.

How will people know how to get to my business from the highway?

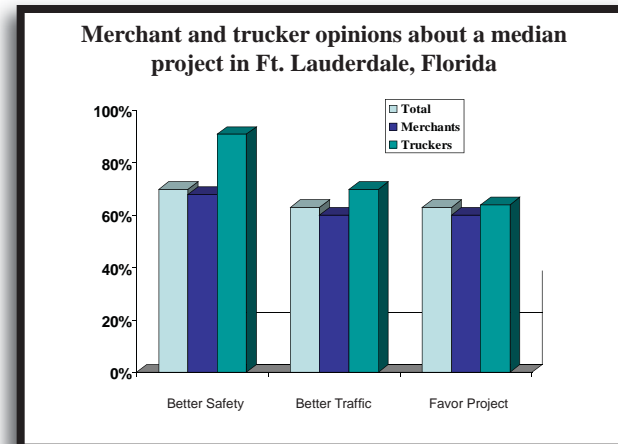
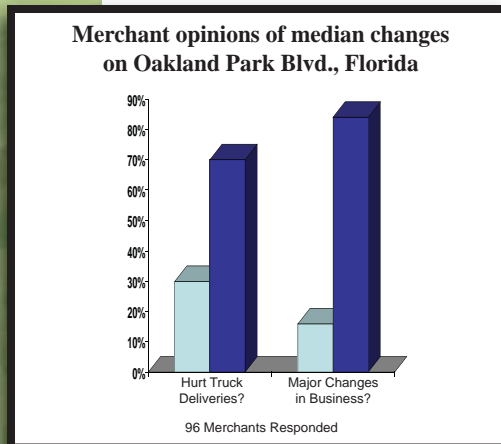
Frontage roads maintain good visibility for businesses along a major road and typically it is apparent how to enter and exit the road to get to a business. Points of entry can be signed to identify businesses that can be accessed from that entrance, if it is not already apparent. **It's a good idea to provide signs where a service road or frontage road connects at a side street, so customers know they can obtain access** to businesses that may not be visible from the side street.

Why not just signalize all median openings and high volume driveways?

The decision on whether or not to signalize a median opening or access point depends on many factors, including the volume of traffic using the access, the proximity of other traffic signals, and the potential impact on public safety and traffic congestion. Most signal warrants are related to traffic volumes, but some consider school crossings, crash history, pedestrian crossings, “factory” peaks, and other situations. Unwarranted signals cause undue delays as motorists wait at a red light while little or no cross traffic exists. Worse, unwarranted signals may eventually be disobeyed or ignored by frustrated motorists who are only one reckless incident away from causing an accident or emerging as a casualty themselves. For these reasons, median openings and driveways should not be signalized where they do not meet the requirements of a traffic signal study.

What about impacts on truck deliveries?

The limited number of before-and-after studies have found that truck deliveries may be inconvenienced, at worst, but may in fact benefit from improved opportunities resulting from a change in access. And while the actual studies may be few, the anecdotal comments are many and favorable.



What are the other issues with medians and median opening closures?

- Alternative access through side streets, service roads, or internal connections with neighboring developments helps increase accessibility on busy or median separated roads – especially if the result allows several properties access to a signal.
- Minor roadway improvements, such as additional pavement on the shoulder, may be needed to accommodate U-turning traffic.
- Some trucks and large vehicles may need to take alternate routes as U-turns can be difficult to negotiate.
- Medians can be landscaped to enhance the image of an area and help attract investment and customers.

Business owners report that the actual impacts to their businesses were much less than they anticipated. Most adverse impacts were due to construction and not to access changes.

“If anything, our business has increased, which very much surprised me.”

— D. Stanley Tripp of Tripp’s Auto Sales in Spencer, Iowa

Property values: Most property owners surveyed following an access management project do not report any adverse effect of the project on property values. Often, such projects can have a positive effect by cleaning up the patchwork of driveways and curb cuts. For example:

A study of property values on **Texas** corridors with access management projects found that land values stayed the same or increased, with very few exceptions (7).

More than 70% of the businesses impacted by a project in **Florida** involving several median opening closures reported no change in property value, while 13% reported some increase in value (8).

A 2005 study of commercial property values along a major access management project in **Minnesota** found that property values depend more on the strength of the local economy and the general location of the property in the metropolitan area; changes in access seemed to have little or no effect on the value of parcels (9).

A study of **Kansas** properties impacted by access changes found that the majority were suitable for the same types of commercial uses after the access management project was completed. This was true even for businesses that had direct access before the project and access only via frontage roads after project completion (10).

Customers and deliveries: The majority of customers and truck drivers surveyed in before-and-after studies have reacted positively to access management projects as improving both safety and traffic flow. Business customers surveyed about access management projects in Iowa, Texas and Florida overwhelmingly supported the projects because their drive became quicker, easier and safer (6).

What are some common types of access management projects and what are the impacts?

There are many access management techniques, each with a specific purpose and different type of impact. One common type of access change is the building of a **median** on a road or closing existing median openings. Another common type of project is providing a **frontage road** or a rear service road along a highway for access to businesses. Below is an overview of these strategies, the types of issues or impacts associated with these projects, and how you can work with the agency to adjust to these changes.

MEDIANS and MEDIAN OPENINGS

A median is a grass or raised divider in the center of a road that separates opposing traffic and discourages or prevents vehicles from crossing the divider.

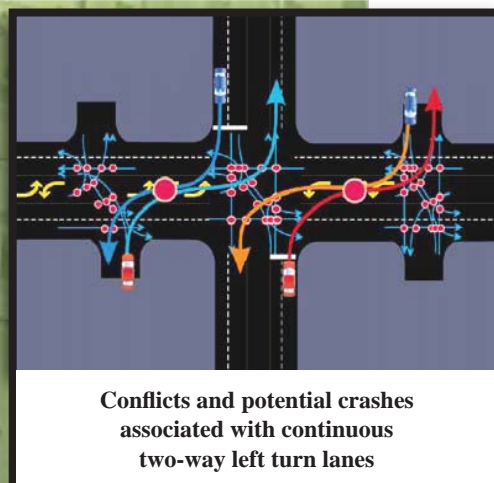
Openings in the median provide for different turning or crossing maneuvers, depending on how they are designed.

- A **directional median opening** only allows certain movements, usually a left-turn in or U-turn.
- A **full median opening** allows all turning and crossing movements and is often signalized.

Where too many full median openings exist, agencies may reconstruct the median and close the excess median openings.



Why use a median and not a two-way left turn lane?

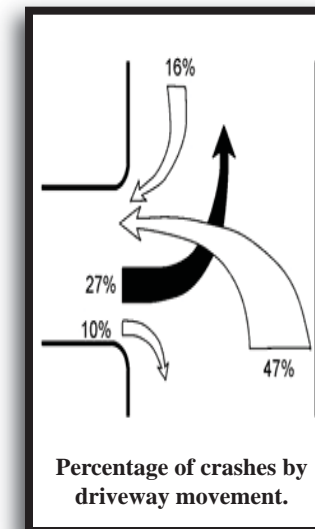


Medians can have a profound effect on driver safety compared to two-way left-turn lanes. Adding a median to a road that previously had a continuous two-way left turn lane can reduce the crash rate about 37% and the injury rate about 48% (11). **For example, when a continuous two-way left turn lane was replaced with a median on Atlanta's Memorial Drive, the crash rate was cut in half (12).**

One reason a two-way left turn lane is less safe than a median is that a driver who is turning left must be able to ensure that the traffic is clear from two directions in multiple lanes. When this is not quite possible, drivers will sometimes use a two-way left-turn lane in the middle of the road while attempting to merge into traffic. Such maneuvers can lead to serious crashes and become more frequent as traffic volumes increase.

Won't I lose customers if they can't turn left into my business anymore?

The number of your customers making left turns into your business is likely already very low during peak travel periods or if you are on a congested roadway. This is because left turns into any business become increasingly difficult as traffic volumes in the opposing lanes increase.



Perhaps today your customers wait with apprehension to turn left as cars queue behind them, or must shoot across a busy road to complete a left turn out. A turn lane at a median opening or signalized intersection will allow them to wait safely to complete a U-turn when traffic clears, and that is truly a safer option on a busy road. **In fact, the left-turn into and out of a driveway is less safe than a U-turn and comprises the majority of driveway crashes.** Studies have shown that making a U-turn at a median opening to get to the opposite side of a busy highway is about 25% safer than a direct left turn from a side street or other access point (13).

Surveys show that a majority of drivers have no problem making U-turns at median openings to get to businesses on the opposite side of the road. Where direct left-turns are prohibited, studies show that motorists will change their driving or shopping patterns to continue patronizing specific establishments. In fact, most drivers are reporting that access management improvements made the roads safer and that they approve of the changes, despite minor inconveniences associated with U-turns.

Some owners of drive-by businesses have reported a loss of customers following a median project or other change that has eliminated the left-turn-in opportunity (and less often left-turn-out), although the majority do not. For example, a before-and-after study of a median reconstruction project in Florida involving numerous median-opening closures found that **the majority of surveyed merchants, 68% of the 96 respondents, reported little or no economic impact to their businesses, although 27% reported some type of loss (14).** Generally, businesses that feel they were adversely impacted also have competition nearby or may have experienced reduced visibility of signage.

"Because of the design of the roads, the timing of the traffic signals, and the way the traffic is broken up, it has become very convenient for people to pull into a safe haven, or storage lane within the raised median, take their time and make a safe and convenient u-turn to access properties that were concerned about that problem."

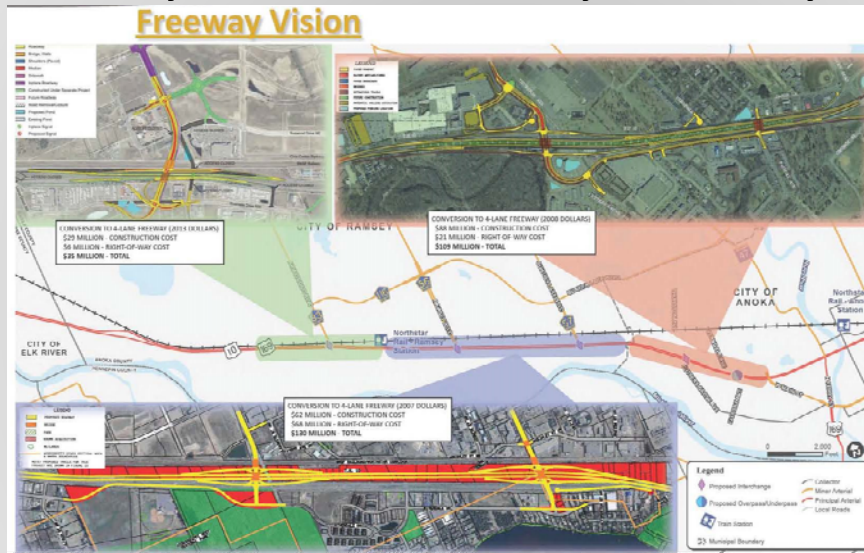
— Kurt Easton, Executive Director of Merritt Island Redevelopment Agency, Florida

TH 10 Access Planning Study

City of Ramsey
 City Council Workshop
 October 29, 2013



Why Another Study on Hwy 10?



Why Another Study on Hwy 10?

Study Problem Statement:

Highway 10 is a principal arterial roadway providing a significant transportation connection from Minneapolis - St. Paul to the northwest suburbs and beyond. The 4-lane roadway (Anoka/Sherburne County line to the Rum River) carries average daily traffic volumes ranging from 33,500 to 61,000 vehicles per day.



Why Another Study on Hwy 10?

Study Problem Statement (continued):

Highway 10 has been studied numerous times over the past decade, each time furthering the planning for conversion to a full freeway. Based upon traffic volumes and safety concerns, a freeway is the proper vision for this corridor. The corridor is commonly congested and has much higher than average crash and severity rates than comparable corridors.



Why Another Study on Hwy 10?

Study Problem Statement (continued):

In addition, the corridor has five signalized intersections and numerous other access points (14.5 per mile) contributing to the degradation of the facility. Over the past 10 years, 13 people have died in crashes on the 7-mile corridor. Four of these fatalities were pedestrians, including three in the past 18 months.



Why Another Study on Hwy 10?

Study Problem Statement (continued):

Considering current overall state and federal funding levels, it will be difficult to achieve the vision of a freeway facility on this portion of Highway 10 within the next 20 years. To reduce crashes and improve mobility issues, it is reasonable and responsible to implement lower cost, interim measures that incrementally improve safety and operations for all users of the Highway 10 corridor.



Why Another Study on Hwy 10?

Study Problem Statement (continued):

The intent of this study is to identify high-benefit improvements that are fiscally responsible so that improvements can be funded, programmed, and implemented incrementally. The price paid for waiting for funding to construct expensive, comprehensive improvements will be continued congestion, numerous conflict points, and continued severe and fatal crashes.



Improvement Concept Approach

Access Management Approach

- Reduce Conflict Points at Public Street Intersections
 - Medians, Channelization, Acceleration/Deceleration Lanes
 - Grade Separation
 - Street Closure
- Remove or Consolidate Conflict Points at Driveways
 - Strategically Locate Driveways along the Roadway
 - Modify Site Layout with Existing or Changed Land Use
 - Purchase and Relocate Land Use
- Driver Information using Technology



Reduced Conflict Intersections

Right In / Right Out Intersection

- Enables access to and from one direction of travel on main route
- Continuous flow on mainline traffic in both directions



TH 65 south of 105th Avenue in Blaine, MN

Source: Google Maps



Reduced Conflict Intersections

Three Quarter Intersection

- Enables access from both directions and to one direction of travel on main route
- Continuous flow on mainline traffic



CSA11-2 at Southcross Drive in Burnsville, MN

Source: Google Maps



Reduced Conflict Intersections

Acceleration/Deceleration Lanes

- Enables more consistent speed in mainline traffic



TH 52 in Zumbrota, MN



Source: Google Maps

Reduced Conflict Intersections

Restricted Crossing U-Turn (RCUT)

- Enables access to and from both direction of travel on main route
- Crossing movement made with right turn onto main route, u-turn, and right turn off main route.



TH 212 at TH 284 in Cologne, MN



Reduced Conflict Intersections

Continuous Green T Intersection

- Continuous flow for one direction on main route
- Signalized flow for other direction on mainline and cross street left turns



SR-1 at SR-5 in Ormond Beach, FL



Charlotte, NC



John Nolen Drive, Madison, WI



Source: Google Maps

Reduced Conflict Intersections

Median U-Turn

- Signalized flow for mainline and cross street thru movements
- Left turns enabled thru combination of right-turn and U-turn
- Increase in green time for mainline



Big Beaver Road at Rochester Road, Troy, MI



Source: Google Maps

Reduced Conflict Intersections

Jughandle

- Mainline left turns by combination of right-turn and thru movement
- Increase in green time for mainline



US-1 at Franklin Corner Road, Lawrenceville, NJ

Source: Google Maps



Reduced Conflict Intersections

Continuous Flow Intersection

- Increase in green time for mainline
- Left turns are accomplished by crossing conflicting traffic before reaching the main intersection



West Valley City, UT

Source: Google Maps/YouTube/UtahDOT



Grade Separation

Pedestrian and bicycle routing to more desired grade separated crossings

- Encourage crossings at underpass or overpass locations
- Median restrictions to discourage crossings at undesired locations
- Parallel sidewalk and/or trail to reach desired locations



TH 10 west of TH 65 in Blaine, MN



TH 21 at TH 3 in Faribault, MN



Source: Bing Maps



Grade Separation

High T Intersection

- Continuous flow for both main route directions
- Left turns to and from cross street are signalized



TH 13 at CSAH 101 in Savage, MN



Grade Separation

Mini-Cloverleaf

- Continuous flow for both main route directions
- Left turns to and from cross street are grade separated and not signalized



Quaker Bridge Mall, Lawrenceville, NJ



Source: Google Maps

Grade Separation

Flyover Bridge

- Removes a high volume movement from a signalized intersection
- Provides more green time for the major road



I-94 West to North TH 101 in Rogers, MN



Source: Bing Maps

Grade Separation

Local Street Overpass / Underpass

- Continuous flow for both main route directions
- Can maintain access to businesses on local streets



TH 23 at 10th Avenue in St. Cloud, MN



TH 212 at Pioneer Trail and Bluff Creek Drive in Chaska, MN



Source: Google Maps/Bing Maps

Street Closure

Frontage /Backage Road Connectivity

- Consolidates business and property access points to one location off the minor road
- Less interruption to major road traffic



Backage road along TH 65 in Blaine, MN



Frontage road along TH 65 in Blaine, MN



Source: Google Maps

Driveway Removal

Driveway Relocation/Consolidation

- Consolidates business and property access points
- Reduce conflict points on major road



2004 Image of TH 169 in Belle Plaine, MN before driveway closure



TH 169 in Belle Plaine, MN after driveway relocation



Source: Google Maps

Driver Information using Technology

Overhead lane use signs

- Provides advanced incident warning
- Provide queue warnings by slowing down approaching traffic
- May help emergency vehicles access incident location quicker
- Could operate a dynamic shoulder lane for additional roadway capacity



Overhead Lane Use Signs

Advanced queue warning system

- Provide advanced queue warning to drivers



Advanced Queue Warning



Source: Google Maps

Driver Information using Technology

Overhead Dynamic Message Sign (DMS)

- Provide advanced warning of incidents or construction
- Provide road condition warnings
- May help emergency vehicles access incident location quicker
- Provide travel times to inform drivers of relative levels of congestion ahead



Overhead Dynamic Message Sign

Signal Timing

- Railroad preemption

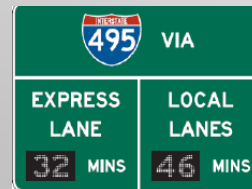


Source: Google Maps

Driver Information using Technology

Hybrid travel time sign

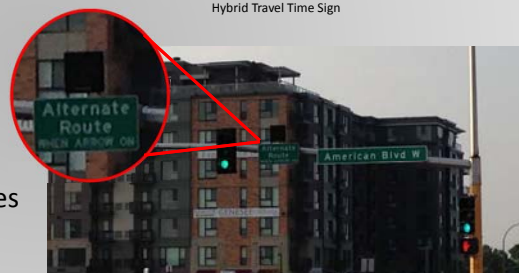
- Shows travel times to fixed locations
- Combines static guide sign and variable message signs
- Enables driver trip selection based on real time information



Hybrid Travel Time Sign

Alternate Route Guidance

- Shows travel times using alternate routes
- Enables drivers to select routes to avoid accident or train events



I-494 Alternate Route Sign, Bloomington, MN



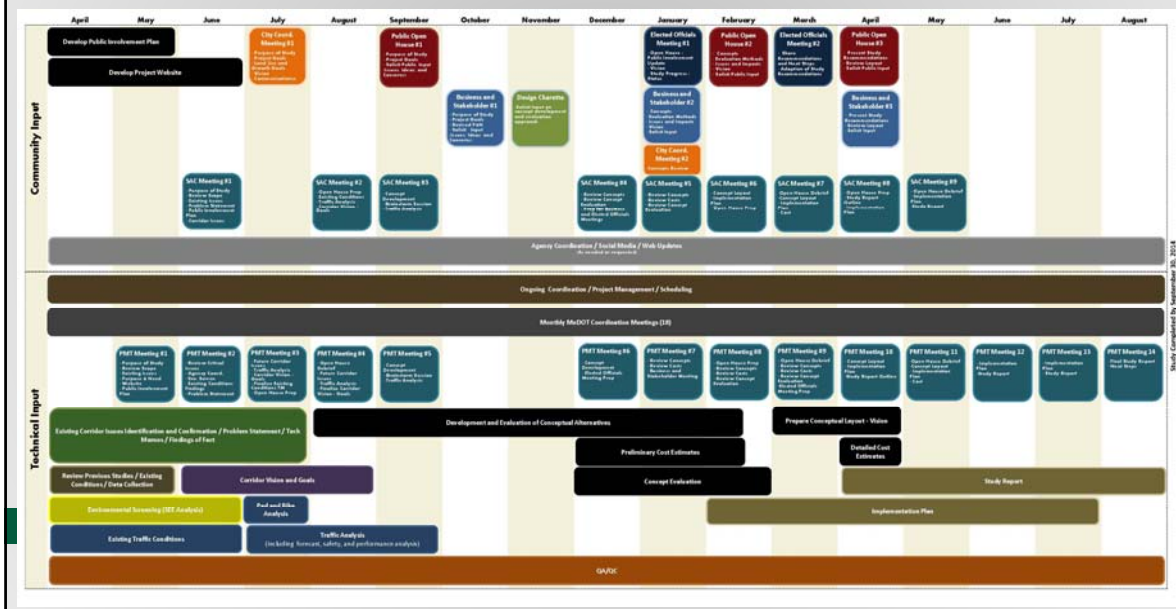
Source: USDOT/MUTCD/Google Maps

TH 10 Access Planning Study will...

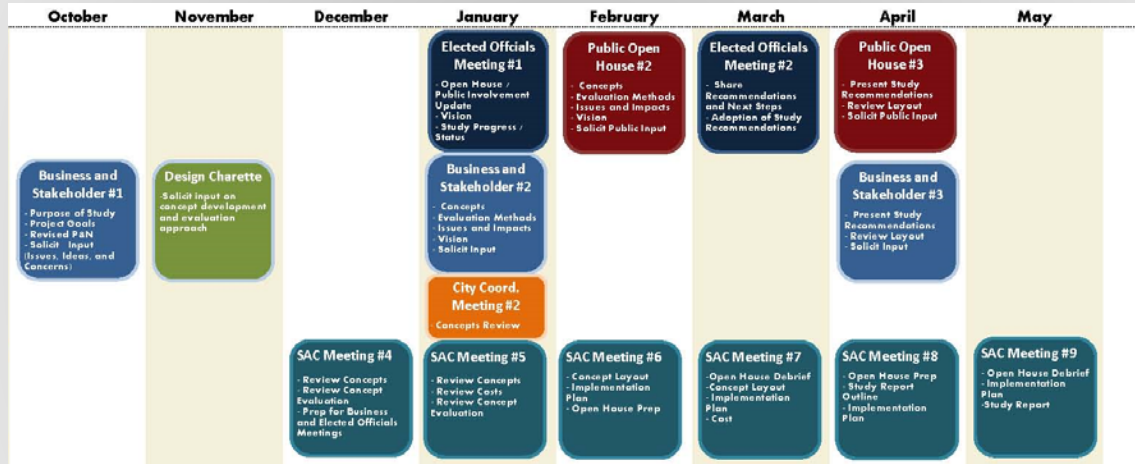
- Identify lower-cost, high benefit safety, mobility, and access solutions that can be built in the near future
- Consider improvements that can be utilized in future transition to freeway
- Support construction of TH 10/Armstrong Boulevard



TH 10 Access Planning Study



TH 10 Access Planning Study



Meeting Date: 10/29/2013

Information

Title:

PLANNING COMMISSION AND ECONOMIC DEVELOPMENT AUTHORITY (EDA): Review Preliminary Metropolitan Council Forecasts

(Anticipated Start Time = 8:30 p.m.)

Purpose/Background:

The purpose of this case is to seek initial policy direction in order to develop a Statement of Policy to officially respond to the Metropolitan Council's Preliminary Forecasts.

Minnesota Statutes Chapter 473 provides direction to the Metropolitan Council in regards to the foundation for regional planning. This is the chapter that provides guidance for communities within the metropolitan area to prepare Comprehensive Plans. The Regional Planning Cycle updates once every ten (10) years following the completion of the US Census.

The next stage in the Regional Planning Cycle is to prepare the 2040 Regional Development Framework. This task is completed by the Metropolitan Council and is currently underway. The current process is also known as Thrive MSP 2040. Included in the Development Framework are goals, policies, and implementation strategies for the region as a whole. The Development Framework also includes forecasts for future household, population, and employment growth. The planning period for the Development Framework will be through 2040. These forecasts and policies are important to review as they will have effects on a number of aspects for the City; development of the Comprehensive Plan Update, financing for regional systems (roads, parks, trails, sewers, etc.).

The Metropolitan Council has released preliminary local forecasts for the year 2040. The Metropolitan Council has not yet released revised forecasts for the years 2020 and 2030 yet. The Metropolitan Council has released preliminary local forecasts in advance of the official review process to give local communities a chance to comment and allow the forecasting model to be re-calibrated. Ramsey's preliminary forecasts are as follows:

	Year (2040)
Households	12,500
Population	28,400
Employment	7,000

For comparison purposes, existing estimates are as follows:

	Year (2012)
Households	8,134
Population	23,946
Employment	5,303

The preliminary forecasts do represent continued growth and development within Ramsey through 2040. However, these forecasts do represent a reduction in forecasted growth when compared to the City's current Comprehensive Plan and growth forecasts. In response, Metropolitan Council Staff has indicated that existing forecasts in the current Comprehensive Plan would be honored; however, those ultimate growth forecasts would be anticipated to be experienced at a date beyond 2040 instead of at 2030. The existing forecasts from the 2030 Comprehensive Plan

are as follows:

	Year (2030)
Households	15,900
Population	42,500
Employment	12,050

There could be a number of factors that have led to the revised forecasts, including previous economic conditions, changes in regional policies, changes to model assumptions and software, etc. Staff has included a number of presentations prepared by the Metropolitan Council as background on demographics and assumptions that framed the initial preparation of the preliminary forecasts.

Staff is attending a Local Officials Workshop on Tuesday, October 29, 2013 to better understand the policies, assumptions, and technical components that went into the forecast model. Until those factors are better understood, it may be premature to develop an official/final Statement of Policy related to the forecasts. Staff has prepared a document to serve as a response. This is a preliminary draft to frame discussion. The discussion this evening is to better understand the policy direction of the City to refine this document. Responses to the preliminary forecasts are due by December 1, 2013. Following that date, the model will be re-calibrated and re-run. At that time, the forecasts will be sent for official comments by local communities.

The City could host a process similar to what was used to develop the Future Land Use Map for the 2030 Comprehensive Plan Update to help formulate a portion of the City's forecast recommendations (total capacity). This would focus on the mapping exercise that was completed at the end of that process. However, it would be unlikely that this process could be completed by the December 1 deadline. This could be completed during the official comment period, however.

During the 2030 Comprehensive Plan Update process completed during 2008-2010, a major comment was in regards to the growth forecasts appearing to be too aggressive and not reflective of the true market. Additionally, some participants felt that the forecasts were driving the development of the Future Land Use Map, versus the Future Land Use Map helping to inform the process of developing the forecasts. However, at that time, the City was unable to adjust forecasts as low as originally desired, as the forecasts had already been adopted in advance of the Comprehensive Plan Update process. This is a key factor as to why the City should remain involved in this current forecast development process.

The most recent City documents that addressed growth forecasts were the 2012 Comprehensive Sanitary Sewer and Water Studies. These studies acknowledged that the current forecasts would not be experienced due to the economic conditions at that time. These Studies assumed an average, flat-rate household growth of 260 new households per year. This assumption was a simple assumption, using a combination of historical average growth rates and previous comprehensive plan assumptions. In comparison, the preliminary 2040 forecasts would be an average growth rate of 150 households per year. NOTE: Staff is not assuming a linear growth rate; these averages are used for illustrative/comparison purposes only.

Before making a recommendation as to what forecast is most appropriate for Ramsey, Staff would like to finish the meeting with the Metropolitan Council on October 29, 2013. At that time, Staff will forward a recommendation to the November Planning Commission Meeting. The alternatives for recommendation include the following:

1. Metropolitan Council Preliminary 2040 Forecasts as presented
2. Existing City of Ramsey Forecasts (2012)
3. In Between Metropolitan Council Preliminary 2040 Forecasts and Existing City of Ramsey Forecasts (2012)
4. Other

It is noted that, regardless of what the official forecast becomes, the City does have the ability to request a Comprehensive Plan Amendment if actual growth experienced exceeds the forecasted amount. In addition, as noted above, it appears that the Metropolitan Council will honor the total capacity of households, population, and employment from the 2030 Comprehensive Plan (existing). However, if it is going to be the policy of the City that

it expects and/or encourages growth at a higher rate than an average of 150 households per year, that the City's Statement of Policy should recommend a change to the preliminary forecasts. There is additional time and process associated with Comprehensive Plan Amendments if the City wants to adjust those in the future.

As previously stated, a number of factors will have an impact on future growth. For purposes of this preliminary review, Staff has focused on two (2) major topics that could restrict future growth if left un-addressed:

1. Transportation Capacity (Highway 10/Highway 47)
2. Water Supply Capacity (Groundwater Supply/Surface Water Supply)

Transportation Capacity

Staff recommends that the City comment on the capacity of Highway 10 and Highway 47 as part of the response to the preliminary forecasts. Although future growth forecasts are lower than what is in the current Comprehensive Plan, the City should acknowledge that both systems currently have capacity and congestion issues. Staff recommends that it is important that regional policies address capacity of these systems, even if no growth were experienced, based on existing levels of service. (NOTE: the current Comprehensive Plan classified Highway 10 as Level of Service 'F' at current levels over the entire stretch through Ramsey. Level of Service scoring ranges from A-F, with F being the lowest score possible).

Water Supply Capacity

The City fully acknowledges the need to address water supply issues for future growth. The City currently derives its municipal water supply from a series of groundwater wells and pump houses. Based on water supply availability and historical usage data, it will be important to continue to address water conservation and alternative supply issues in the near future.

Staff recommends that the City comment on the City's previous policy statements for a need to address water supply issues on a regional issue, not as a local issue. Staff's preliminary analysis of documents used in the preparation of the preliminary forecasts indicate at least a note that this is an issue that will need to be addressed on a regional level. Staff will need additional time to fully analyze to what level this may occur.

Timeframe:

Responses to the Preliminary Forecasts are due by December 1, 2013 in order to be included with the 're-calibrated' forecasts. Once re-calibrated, these forecasts will be the foundation for the development of the 2040 Comprehensive Plan Update. The Regional Framework will be developed based on these forecasts through 2014. The Regional Framework will then lead to System Plans (Land Use, Transportation, Wastewater, Parks and Open Space). The System Plans then lead to Local System Statements that will be the driver of the City's 2040 Comprehensive Plan Update and will be available in late 2015. The 2040 Comprehensive Plan Update will be due December 31, 2018.

Funding Source:

Review of the Metropolitan Council's Preliminary Forecasts is being handled as part of normal Staff duties.

Responsible Party(ies):

The responsible parties for this case are the Community Development (Development Services Manager) and Planning Commission.

Outcome:

The desired outcome of this case is to seek initial policy direction in order to develop a Statement of Policy as an official response to the Metropolitan Council's 2040 Preliminary Forecasts. Based on discussion this evening, Staff will develop this Statement of Policy and bring forward to the November Planning Commission.

To best assist Staff in formulating a recommendation, Staff is seeking general policy direction as to how the City should approach future growth:

1. Actively pursue growth and economic development opportunities

2. React to development proposals as they come forward
3. Assume aggressive growth rates
4. Assume average growth rates over the past ten (10) years, or
5. Assume conservative growth rates with the ability to react to additional growth if experienced

Attachments

Preliminary Forecasts

Regional Forecast Presentation

Local Forecast Presentation

Forecast Analysis Handout

Forecast Methodology

Demographic Presentation

Benchmark Presentation

Draft Preliminary Response

Form Review

Inbox

Chris Anderson

Patrick Brama

Tim Gladhill (Originator)

Kurt Ulrich

Form Started By: Tim Gladhill

Final Approval Date: 10/24/2013

Reviewed By

Chris Anderson

Patrick Brama

Tim Gladhill

Kurt Ulrich

Date

10/24/2013 08:41 AM

10/24/2013 10:19 AM

10/24/2013 01:46 PM

10/24/2013 03:14 PM

Started On: 10/15/2013 03:29 PM

2040 Preliminary Forecasts
Released for Comments, September 11, 2013



Note: These are preliminary and have not been adopted by the Council.
(pt) denotes part of a city; remainder of city is in neighboring county.

◇ = Rogers annexed Hassan Township in 2012; forecasts have been combined.
† = Laketown Township will be fully annexed before 2030; forecast has been reassigned to neighboring cities.

	POPULATION			HOUSEHOLDS			EMPLOYMENT		
	2000	2010	2040	2000	2010	2040	2000	2010	2040
ANOKA COUNTY									
Andover	26,588	30,598	35,800	8,107	9,811	15,600	3,583	4,669	5,500
Anoka	18,076	17,142	22,100	7,262	7,060	10,000	13,489	12,840	14,800
Bethel	443	466	790	149	174	370	229	86	640
Blaine (pt)	45,014	57,186	80,300	15,926	21,077	34,200	16,757	19,668	27,000
Centerville	3,202	3,792	4,600	1,077	1,315	1,990	363	409	670
Circle Pines	4,663	4,918	5,700	1,697	2,006	2,500	2,150	790	1,480
Columbia Heights	18,520	19,496	24,600	8,033	7,926	11,000	6,397	3,484	4,900
Columbus	3,957	3,914	4,300	1,328	1,416	1,960	507	1,172	2,450
Coon Rapids	61,607	61,476	71,700	22,578	23,532	32,600	21,682	23,260	35,000
East Bethel	10,941	11,626	16,600	3,607	4,060	7,700	1,374	1,123	1,990
Fridley	27,449	27,208	32,600	11,328	11,110	14,800	26,257	21,333	29,200
Ham Lake	12,710	15,296	16,200	4,139	5,171	7,100	3,194	2,931	4,600
Hilltop	766	744	1,360	400	380	600	257	314	400
Lexington	2,142	2,049	2,800	819	787	1,200	634	467	700
Lino Lakes	16,791	20,216	28,000	4,857	6,174	11,300	2,671	3,313	6,000
Linwood Township	4,668	5,123	6,500	1,578	1,884	3,100	154	219	350
Nowthen	3,557	4,443	5,700	1,123	1,450	2,600	337	318	630
Oak Grove	6,903	8,031	10,300	2,200	2,744	4,800	359	741	1,250
Ramsey	18,510	23,668	28,400	5,906	8,033	12,500	4,008	4,779	7,000
St. Francis	4,910	7,218	10,900	1,638	2,520	5,100	1,247	1,537	2,600
Spring Lake Park (pt)	6,667	6,234	6,500	2,676	2,597	3,000	4,401	2,934	3,800
Anoka County Total	298,084	330,844	415,750	106,428	121,227	184,020	110,050	106,387	150,960
CARVER COUNTY									
Benton Township	939	786	640	307	297	300	282	274	370
Camden Township	955	922	720	316	329	340	15	56	110
Carver	1,266	3,724	6,900	458	1,182	3,000	176	187	340
Chanhassen (pt)	20,321	22,952	31,600	6,914	8,352	13,300	8,366	9,746	16,100
Chaska	17,603	23,770	30,500	6,169	8,816	13,400	10,955	11,123	15,200
Cologne	1,012	1,519	3,300	385	539	1,540	294	270	510
Dahlgren Township	1,453	1,331	1,150	479	494	530	203	202	310
Hamburg	538	513	590	206	201	280	117	109	130
Hancock Township	367	345	450	121	127	210	35	10	20
Hollywood Township	1,102	1,041	1,160	371	387	560	100	90	200
Laketown Township †	2,331	2,243	-	637	660	-	355	116	-
Mayer	554	1,749	7,000	199	589	3,300	92	151	230
New Germany	346	372	1,180	143	146	560	50	46	120
Norwood Young America	3,108	3,549	8,000	1,171	1,389	3,800	1,559	1,165	2,040
San Francisco Township	888	832	900	293	307	420	61	46	120
Victoria	4,025	7,345	11,700	1,367	2,435	5,000	932	1,502	1,760
Waconia	6,814	10,697	16,100	2,568	3,909	6,900	4,082	5,578	8,200
Waconia Township	1,284	1,228	1,300	429	434	580	72	98	390
Watertown	3,029	4,205	5,900	1,078	1,564	2,800	682	556	1,510
Watertown Township	1,432	1,204	1,390	478	468	660	207	392	370
Young America Township	838	715	650	267	266	310	105	119	110
Carver County Total	70,205	91,042	131,130	24,356	32,891	57,790	28,740	31,836	48,140

	POPULATION			HOUSEHOLDS			EMPLOYMENT		
	2000	2010	2040	2000	2010	2040	2000	2010	2040
DAKOTA COUNTY									
Apple Valley	45,527	49,084	62,100	16,344	18,875	26,600	12,106	14,279	18,700
Burnsville	60,220	60,306	76,200	23,687	24,283	32,800	31,765	31,593	41,200
Castle Rock Township	1,495	1,342	1,100	514	504	510	344	356	440
Coates	163	161	160	64	66	70	252	109	180
Douglas Township	760	716	870	235	259	420	96	92	80
Eagan	63,557	64,206	86,800	23,773	25,249	36,100	42,750	49,526	70,000
Empire Township	1,638	2,444	2,500	515	792	1,130	217	255	320
Eureka Township	1,490	1,426	1,430	496	518	670	196	460	220
Farmington	12,365	21,086	26,900	4,169	7,066	11,600	3,986	4,438	7,300
Greenvale Township	684	803	1,240	227	275	590	68	49	640
Hampton	434	689	890	156	245	420	178	127	210
Hampton Township	986	903	1,230	320	329	580	186	85	210
Hastings (pt)	18,201	22,172	28,900	6,640	8,735	13,300	8,872	8,532	10,400
Inver Grove Heights	29,751	33,880	46,300	11,257	13,476	20,200	8,168	9,442	12,900
Lakeville	43,128	55,954	72,400	13,609	18,683	30,500	10,966	13,862	21,800
Lilydale	552	623	1,340	338	375	590	354	355	420
Marshan Township	1,263	1,106	1,110	404	403	520	220	117	320
Mendota	197	198	340	80	78	150	266	270	340
Mendota Heights	11,434	11,071	15,200	4,178	4,378	6,500	8,549	11,550	13,700
Miesville	135	125	150	52	52	70	97	116	120
New Trier	116	112	110	31	41	50	30	35	60
Nininger Township	865	950	840	280	372	400	165	149	330
Northfield (pt)	557	1,147	1,860	216	414	860	79	470	730
Randolph	318	436	490	117	168	230	123	122	100
Randolph Township	536	659	760	192	246	360	130	113	120
Ravenna Township	2,355	2,336	2,180	734	780	1,010	115	38	50
Rosemount	14,619	21,874	29,200	4,742	7,587	12,400	6,356	6,721	11,600
Sciota Township	285	414	510	92	140	240	21	33	250
South St. Paul	20,167	20,160	23,500	8,123	8,186	10,600	7,697	8,557	10,900
Sunfish Lake	504	521	560	173	183	260	23	8	-
Vermillion	437	419	500	160	156	230	221	93	180
Vermillion Township	1,243	1,192	1,610	395	424	750	280	90	80
Waterford Township	517	497	650	193	193	310	461	679	1,010
West St. Paul	19,405	19,540	27,100	8,645	8,529	11,900	8,905	7,471	10,000
Dakota County Total	355,904	398,552	517,030	131,151	152,060	222,920	154,242	170,192	234,910
HENNEPIN COUNTY									
Bloomington	85,172	82,893	113,600	36,400	35,905	49,900	104,548	86,530	108,100
Brooklyn Center	29,172	30,104	34,100	11,430	10,756	14,800	16,698	11,001	13,800
Brooklyn Park	67,388	75,781	90,500	24,432	26,229	36,900	23,692	24,084	36,000
Champlin	22,193	23,089	27,300	7,425	8,328	11,900	2,734	4,012	5,200
Chanhassen (pt)	-	-	-	-	-	-	979	1,159	1,160
Corcoran	5,630	5,379	9,100	1,784	1,867	4,000	1,792	1,093	1,780
Crystal	22,698	22,151	28,300	9,389	9,183	12,400	5,638	3,929	6,100
Dayton (pt)	4,693	4,617	7,300	1,546	1,619	3,300	1,057	921	2,250
Deephaven	3,853	3,642	3,400	1,373	1,337	1,450	1,021	688	880
Eden Prairie	54,901	60,797	82,700	20,457	23,930	33,900	51,006	48,775	64,000
Edina	47,425	47,941	70,800	20,996	20,672	30,200	52,991	47,457	61,100
Excelsior	2,393	2,188	3,000	1,199	1,115	1,300	1,823	2,220	2,240
Fort Snelling (unorg.)	442	149	190	-	135	140	35,526	23,215	24,000
Golden Valley	20,281	20,371	28,900	8,449	8,816	12,300	30,142	33,194	38,800
Greenfield	2,544	2,777	4,000	817	936	1,810	337	613	620
Greenwood	729	688	760	285	290	330	161	82	240
Hanover (pt)	332	609	890	113	196	400	86	36	90
Hopkins	17,367	17,591	27,400	8,359	8,366	12,300	11,979	11,009	13,200

	POPULATION			HOUSEHOLDS			EMPLOYMENT		
	2000	2010	2040	2000	2010	2040	2000	2010	2040
Independence	3,236	3,504	5,100	1,088	1,241	2,310	169	587	850
Long Lake	1,842	1,768	2,600	756	732	1,100	2,510	1,093	1,820
Loretto	570	650	790	225	269	350	661	366	340
Maple Grove	50,365	61,567	89,600	17,532	22,867	37,000	18,309	29,877	40,700
Maple Plain	2,088	1,768	2,800	770	723	1,250	1,792	1,579	1,930
Medicine Lake	368	371	530	159	160	220	10	15	100
Medina	4,005	4,892	7,600	1,309	1,702	3,300	3,254	3,351	6,000
Minneapolis	382,747	382,578	487,700	162,352	163,540	209,900	308,127	281,732	419,100
Minnnetonka	51,102	49,734	74,700	21,267	21,901	32,200	51,276	44,228	60,100
Minnnetonka Beach	614	539	500	215	201	240	201	174	40
Minnetrista	4,358	6,384	11,800	1,505	2,176	5,200	379	665	740
Mound	9,435	9,052	11,100	3,982	3,974	5,100	1,811	1,165	1,660
New Hope	20,873	20,339	26,800	8,665	8,427	11,800	13,565	11,080	15,000
Orono	7,538	7,437	10,100	2,766	2,826	4,400	1,110	1,562	1,650
Osseo	2,434	2,430	3,700	1,035	1,128	1,720	2,312	1,749	1,890
Plymouth	65,894	70,576	101,800	24,820	28,663	42,200	53,491	46,227	68,500
Richfield	34,310	35,228	45,400	15,073	14,818	20,300	11,762	15,604	19,600
Robbinsdale	14,123	13,953	18,800	6,097	6,032	8,500	7,109	6,858	7,600
Rockford (pt)	144	426	870	57	184	400	384	94	630
Rogers ◊	6,051	11,197	15,900	1,973	3,748	6,900	5,414	7,907	12,900
St. Anthony (pt)	5,664	5,156	7,600	2,402	2,210	3,200	1,992	1,626	1,900
St. Bonifacius	1,873	2,283	2,420	681	863	1,040	436	478	460
St. Louis Park	44,102	45,250	68,200	20,773	21,743	30,500	40,696	40,485	46,100
Shorewood	7,400	7,307	8,100	2,529	2,658	3,400	782	1,113	1,430
Spring Park	1,717	1,669	2,410	930	897	1,000	1,028	583	1,140
Tonka Bay	1,547	1,475	1,470	614	586	680	266	298	430
Wayzata	4,113	3,688	6,100	1,929	1,795	2,700	6,268	4,567	7,200
Woodland	480	437	450	173	169	190	22	8	30
Hennepin County Total	1,116,206	1,152,425	1,547,180	456,131	475,913	664,430	877,346	805,089	1,099,400
RAMSEY COUNTY									
Arden Hills	9,652	9,552	12,500	2,959	2,957	4,300	12,326	12,402	17,900
Blaine (pt)	-	-	-	-	-	-	677	893	1,080
Falcon Heights	5,572	5,321	5,800	2,103	2,131	2,380	4,190	5,298	4,600
Gem Lake	419	393	510	139	155	240	586	526	600
Lauderdale	2,364	2,379	2,900	1,150	1,130	1,360	360	718	1,010
Little Canada	9,771	9,773	13,900	4,375	4,393	6,300	5,960	5,467	8,300
Maplewood	35,258	38,018	49,700	13,758	14,882	21,400	29,259	27,635	33,200
Mounds View	12,738	12,155	15,700	5,018	4,954	6,900	4,170	6,386	7,800
New Brighton	22,206	21,456	28,900	9,013	8,915	12,700	11,007	9,213	12,300
North Oaks	3,883	4,469	6,200	1,300	1,746	2,500	1,091	1,260	1,080
North St. Paul	11,929	11,460	14,800	4,703	4,615	6,800	3,499	2,942	3,500
Roseville	33,690	33,660	46,300	14,598	14,623	20,600	39,211	35,104	45,000
St. Anthony (pt)	2,348	3,070	4,200	1,295	1,638	1,900	1,390	1,357	2,050
St. Paul	286,840	285,068	338,900	112,109	111,001	146,000	188,124	175,933	253,400
Shoreview	25,924	25,043	35,000	10,125	10,402	14,900	9,938	11,665	14,800
Spring Lake Park (pt)	105	178	220	48	75	100	202	66	20
Vadnais Heights	13,069	12,302	18,600	5,064	5,066	8,200	7,164	6,678	12,300
White Bear Township	11,293	10,949	14,300	4,010	4,261	6,200	2,131	2,309	3,400
White Bear Lake (pt)	23,974	23,394	31,000	9,469	9,747	14,100	12,020	11,085	13,600
Ramsey County Total	511,035	508,640	639,430	201,236	202,691	276,880	333,305	316,937	435,940

	POPULATION			HOUSEHOLDS			EMPLOYMENT		
	2000	2010	2040	2000	2010	2040	2000	2010	2040
SCOTT COUNTY									
Belle Plaine	3,789	6,661	11,500	1,396	2,362	5,100	1,428	1,847	2,700
Belle Plaine Township	806	878	830	266	310	370	77	69	130
Blakeley Township	496	418	350	166	165	170	70	69	150
Cedar Lake Township	2,197	2,779	3,200	719	939	1,440	91	82	250
Credit River Township	3,895	5,096	5,900	1,242	1,662	2,600	265	397	330
Elko New Market	804	4,110	8,000	286	1,259	3,500	248	317	750
Helena Township	1,440	1,648	1,540	450	548	730	473	147	420
Jackson Township	1,361	1,464	1,480	461	486	650	92	168	620
Jordan	3,833	5,470	7,200	1,349	1,871	3,300	1,321	1,587	2,450
Louisville Township	1,359	1,266	1,040	410	425	440	476	298	350
New Market Township	3,057	3,440	2,800	956	1,146	1,200	262	325	240
New Prague (pt)	3,157	4,280	7,400	1,160	1,618	3,500	2,282	2,142	2,480
Prior Lake	15,917	22,796	34,300	5,645	8,447	14,700	7,972	7,766	11,800
St. Lawrence Township	472	483	560	144	161	250	145	48	210
Sand Creek Township	1,551	1,521	1,210	478	554	570	249	298	530
Savage	21,115	26,911	34,400	6,807	9,116	14,100	5,366	6,753	9,900
Shakopee	20,568	37,076	49,800	7,540	12,772	20,100	13,938	18,831	28,800
Spring Lake Township	3,681	3,631	3,500	1,217	1,267	1,590	176	390	180
Scott County Total	89,498	129,928	175,010	30,692	45,108	74,310	34,931	41,534	62,290
WASHINGTON COUNTY									
Afton	2,839	2,886	3,800	996	1,081	1,700	351	411	530
Bayport	3,162	3,471	4,600	763	855	1,310	4,900	3,790	5,000
Baytown Township	1,533	1,617	2,060	492	573	930	154	69	210
Birchwood Village	968	870	890	357	351	400	20	25	30
Cottage Grove	30,582	34,589	40,700	9,932	11,719	17,400	6,263	6,484	9,200
Dellwood	1,033	1,065	1,200	353	373	510	282	277	310
Denmark Township	1,348	1,737	2,280	481	615	990	386	629	520
Forest Lake	14,440	18,377	26,900	5,433	7,015	12,400	6,636	6,449	10,200
Grant	4,026	4,094	4,300	1,374	1,463	1,890	750	449	670
Grey Cloud Island Township	307	295	250	117	117	120	50	10	60
Hastings (pt)	3	-	-	2	-	-	224	64	100
Hugo	6,363	13,332	23,200	2,125	4,990	10,300	1,917	1,973	3,500
Lake Elmo	6,863	8,061	11,700	2,347	2,776	5,000	1,682	1,941	3,000
Lakeland	1,917	1,796	2,800	691	681	1,320	374	302	470
Lakeland Shores	355	311	390	116	117	180	20	26	40
Lake St. Croix Beach	1,140	1,053	1,280	462	460	580	50	129	100
Landfall	700	663	610	292	257	270	50	25	20
Mahtomedi	7,563	7,676	8,800	2,503	2,827	3,900	1,252	2,090	2,600
Marine on St. Croix	602	689	1,000	254	302	460	235	124	200
May Township	2,928	2,776	3,700	1,007	1,083	1,670	40	66	150
Newport	3,715	3,435	5,200	1,418	1,354	2,500	2,480	1,605	2,210
Oakdale	26,653	27,401	33,900	10,243	10,956	14,900	7,812	8,651	13,700
Oak Park Heights	3,777	4,445	6,300	1,528	1,911	2,700	2,713	4,358	5,400
Pine Springs	421	408	410	140	144	180	10	72	100
St. Marys Point	344	366	400	132	147	180	10	15	10
St. Paul Park	5,070	5,273	7,500	1,829	1,967	3,400	1,399	1,515	1,800
Scandia	3,692	3,934	4,900	1,294	1,498	2,240	272	519	780
Stillwater	15,323	18,227	23,100	5,797	7,076	10,400	10,719	9,628	10,400
Stillwater Township	2,553	2,364	2,210	833	855	1,000	120	165	210
West Lakeland Township	3,547	4,054	6,400	1,101	1,286	2,800	313	232	450
White Bear Lake (pt)	351	403	560	149	198	260	131	184	130
Willernie	549	507	680	225	218	300	135	182	270
Woodbury	46,463	61,961	78,200	16,676	22,594	31,400	15,899	19,438	28,600
Washington County Total	201,130	238,136	310,220	71,462	87,859	133,590	67,649	71,897	100,970
METRO AREA	2,642,062	2,849,567	3,736,000	1,021,456	1,117,749	1,614,000	1,606,263	1,543,872	2,133,000

RELEASE OF PRELIMINARY 2040 REGIONAL FORECASTS

Committee of the Whole

April 18, 2012

A decorative graphic at the bottom of the slide consisting of three horizontal bars: a red bar on top, a blue bar in the middle, and a green bar on the bottom.

Overview of today's presentation:

- Overview of the Council's role in forecasting
- Results: Employment, Population, and Households Forecasts to 2040
- Methods behind the Council's forecasts
- Implications for the Council's work and the *Thrive MSP 2040* plan

About the Council's forecasts

- Forecasts of population, households and employment in ten-year increments produced at least once per decade
- *Minnesota Statutes* 473.146 and 473.859
- Develop shared expectations of a common future and inform regional and local planning

About the Council's forecasts

- Today: Preliminary regional forecasts to 2040
- October: Preliminary, baseline forecasts by geographic planning area
- April 2013: Preliminary local forecasts
- February 2014: Adoption of the *Thrive MSP 2040* plan and final local forecasts

PRELIMINARY FORECASTS TO 2040

Preliminary regional forecast to 2040

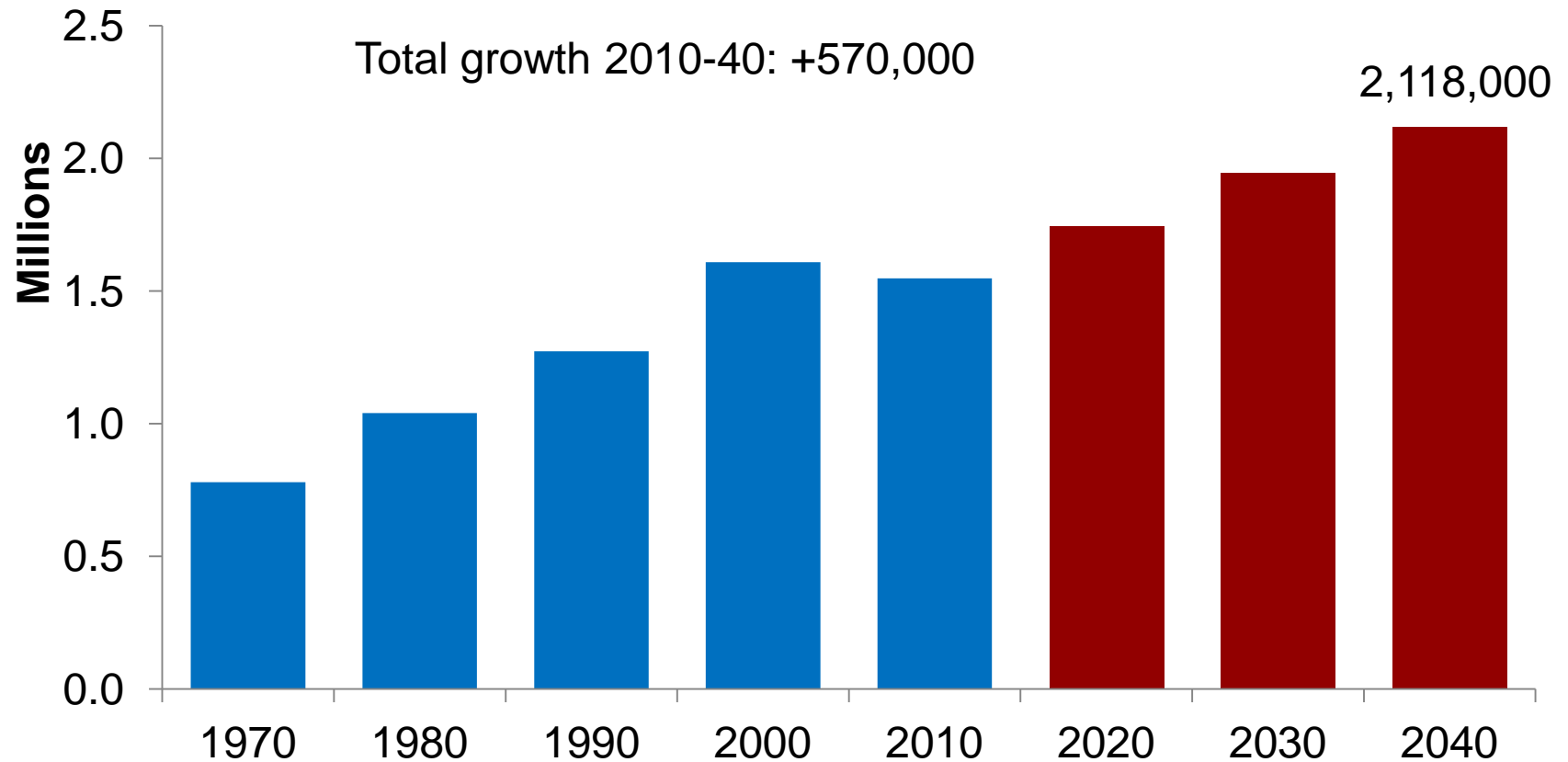
	2010	2020	2030	2040
Population	2,850,000	3,144,000	3,447,000	3,743,000
Households	1,118,000	1,293,000	1,464,000	1,576,000
Employment	1,548,000	1,743,000	1,943,000	2,118,000

Source: 2010 data on population and households from U.S. Census; 2010 data on employment from Minnesota Department of Employment and Economic Development. 2020-2040 forecasts from the Metropolitan Council.

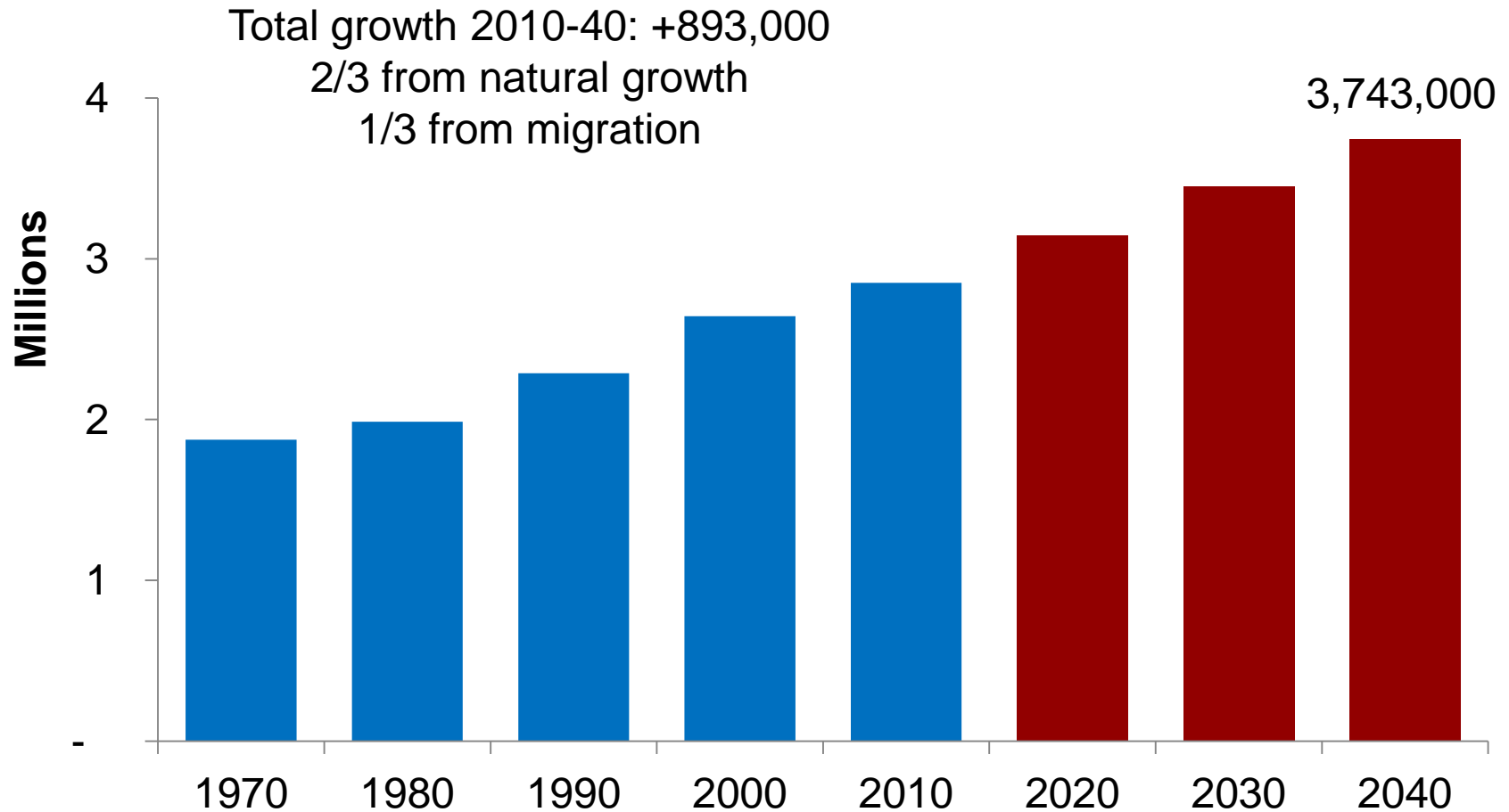
Economic competitiveness determines forecast outcomes

- MSP's Gross Metro Product projected to grow to 1.5% of national GDP
 - In comparison, MSP has 1.0% of nation's population
- Wage and salary employment forecast to grow by 570,000, or 37%
 - National employment growth projected at 31%

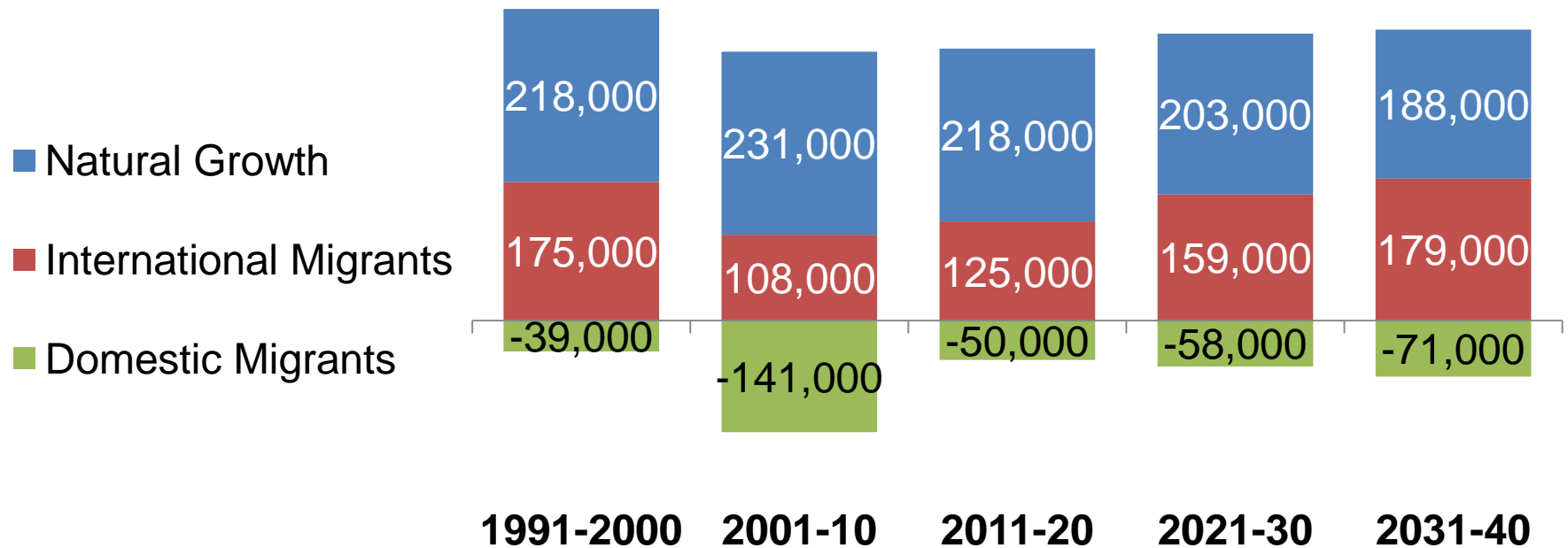
Employment forecasted to grow 37%



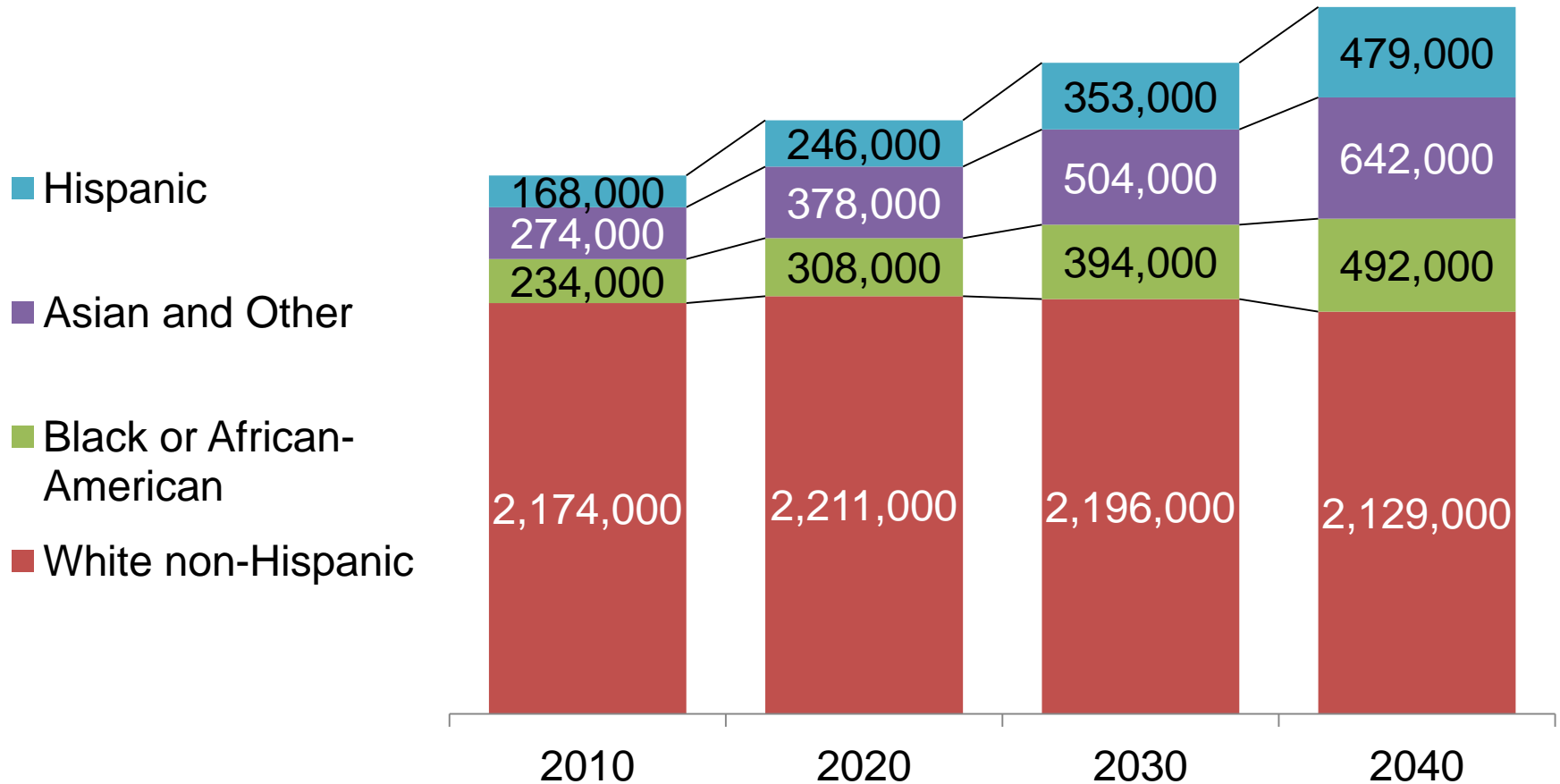
Population forecasted to grow 31%



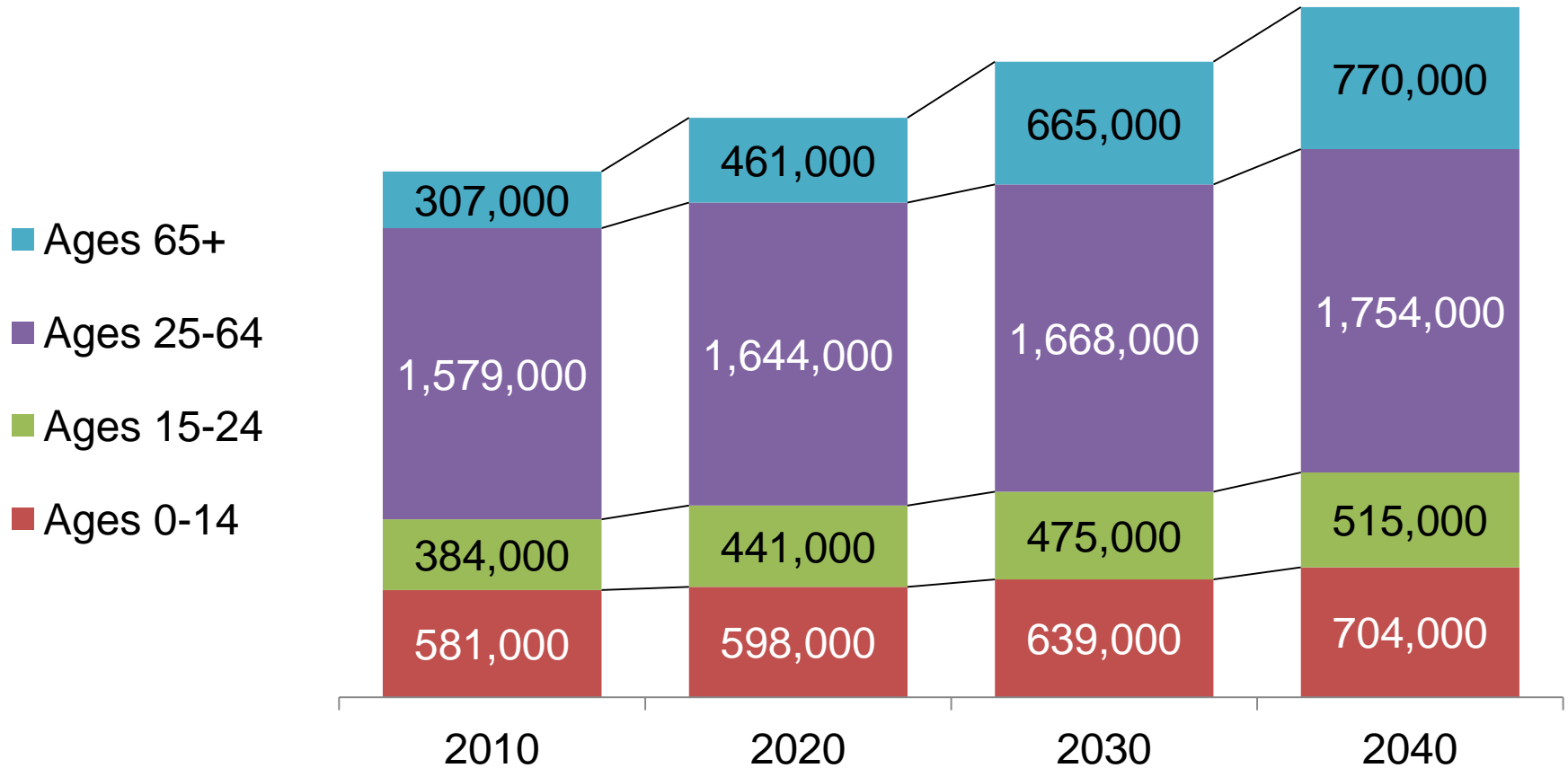
Components of Population Growth



Population by Race and Ethnicity

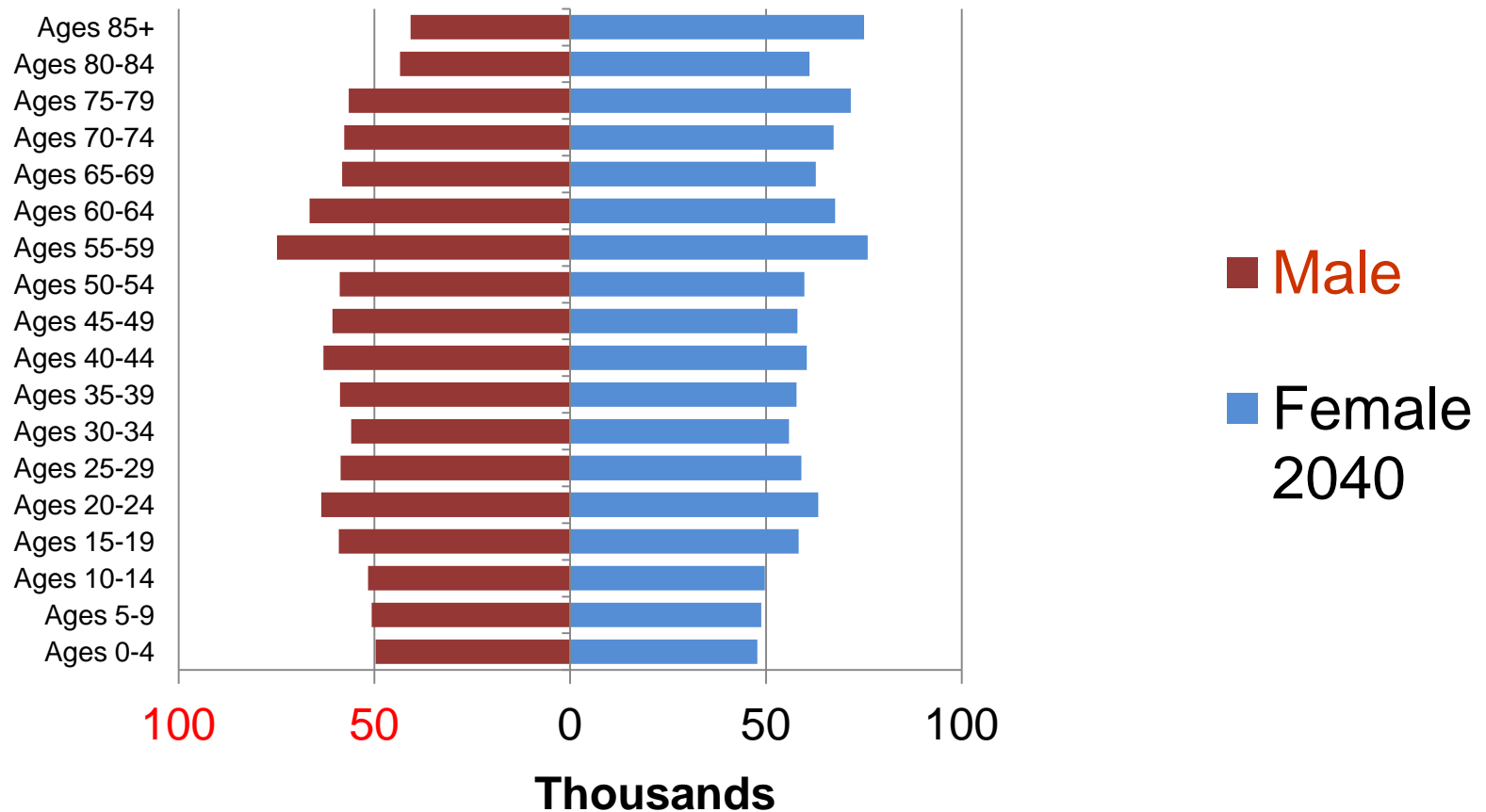


Population by Age

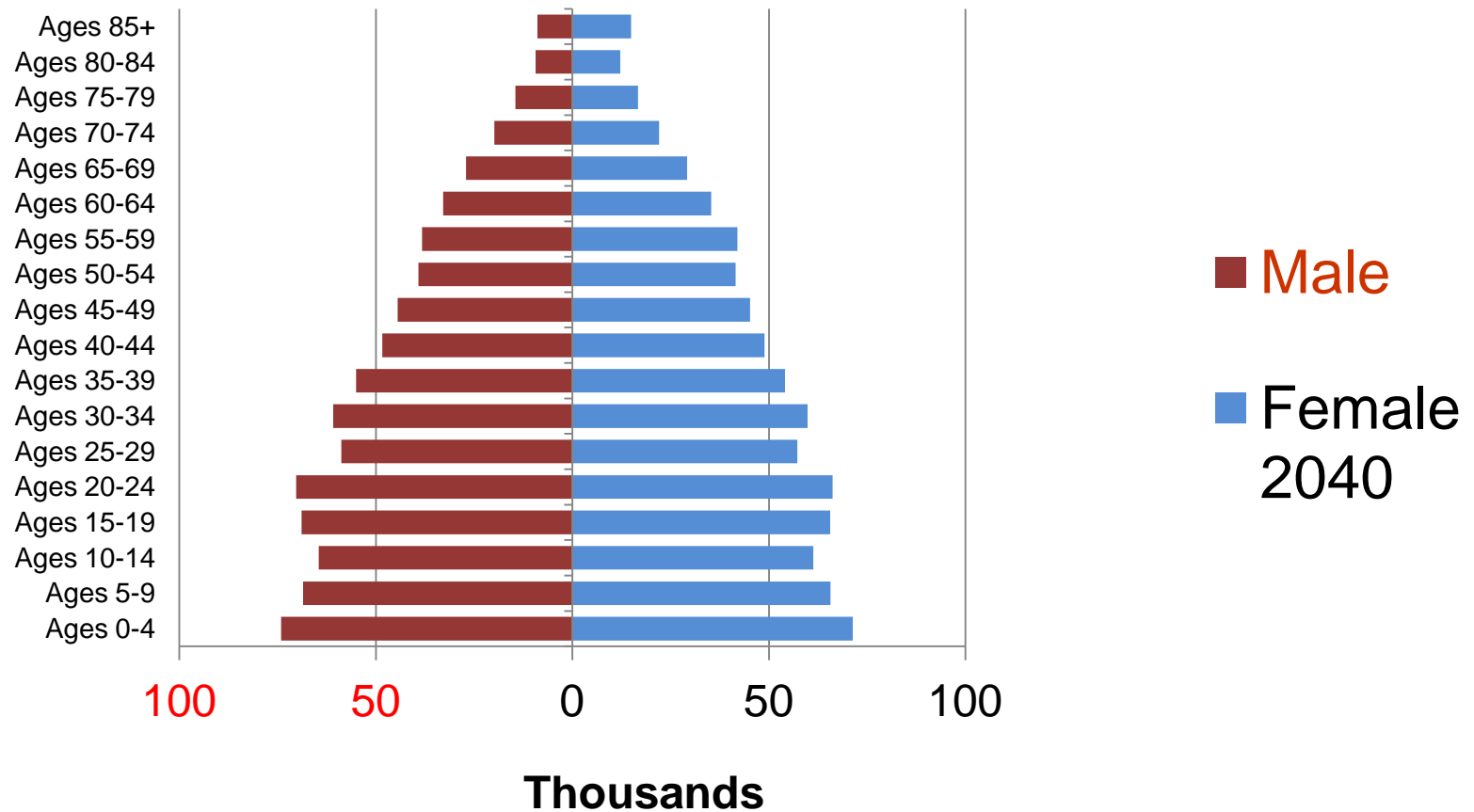


Age distribution

White non-Hispanic population

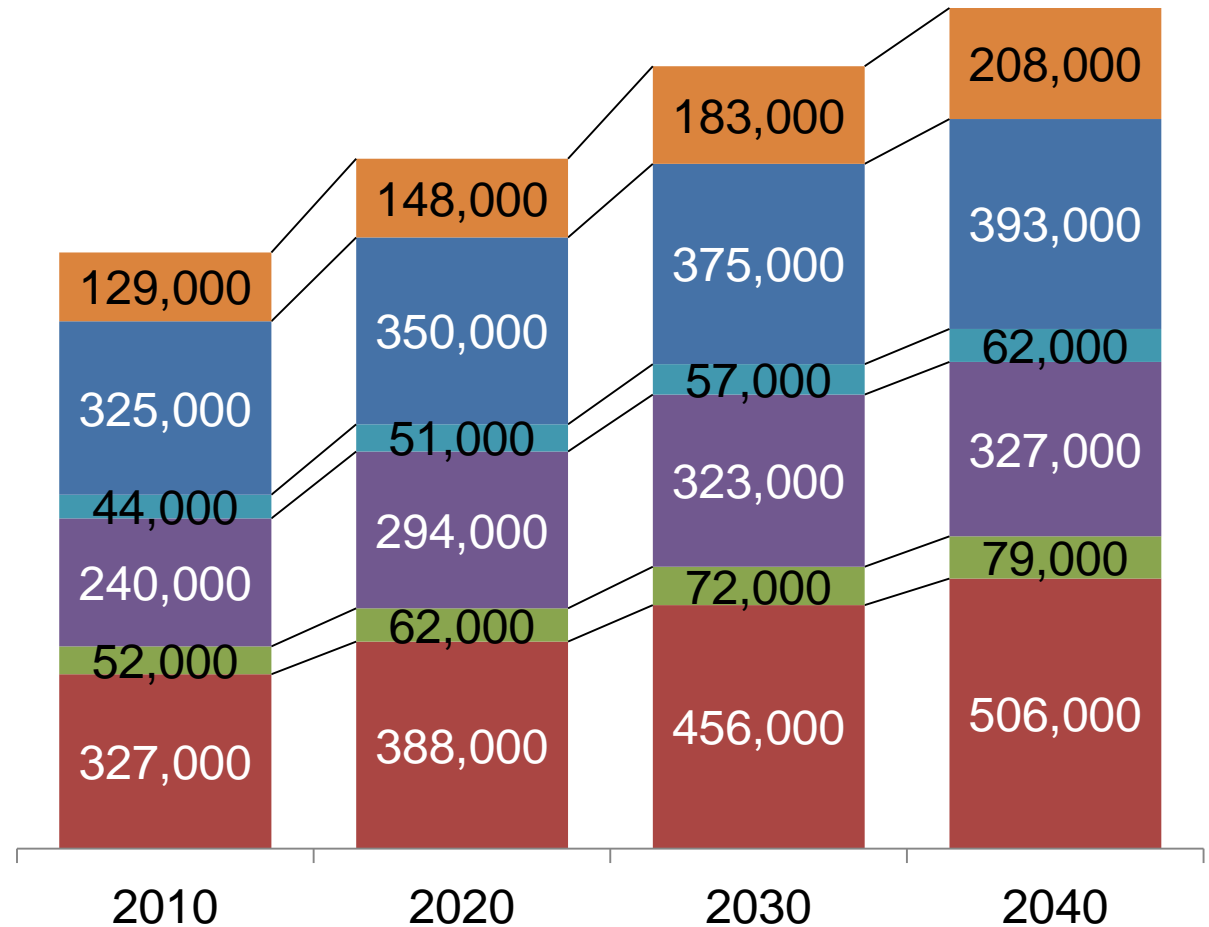


Age distribution People of color



Households by Household Type

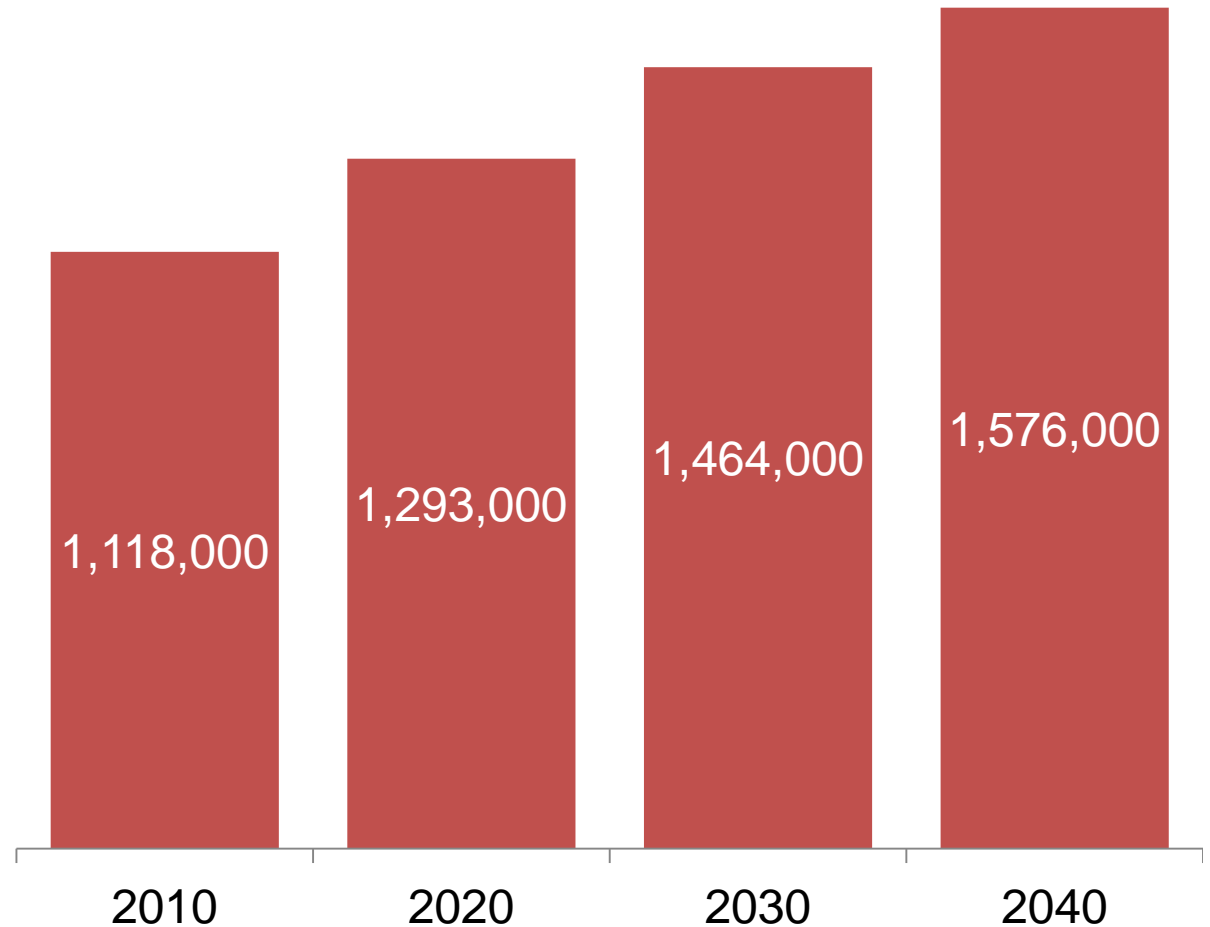
- Single parent, with children
- Couple, with children
- Cohabiting couple, no children
- Married couple, no children
- One person and other
- One person only



Households count will grow 41%

Forecast model assumes household behavior, by group, will follow observed past patterns.

Council staff are continuing work on the demographic modeling of households.



FORECASTING METHODS



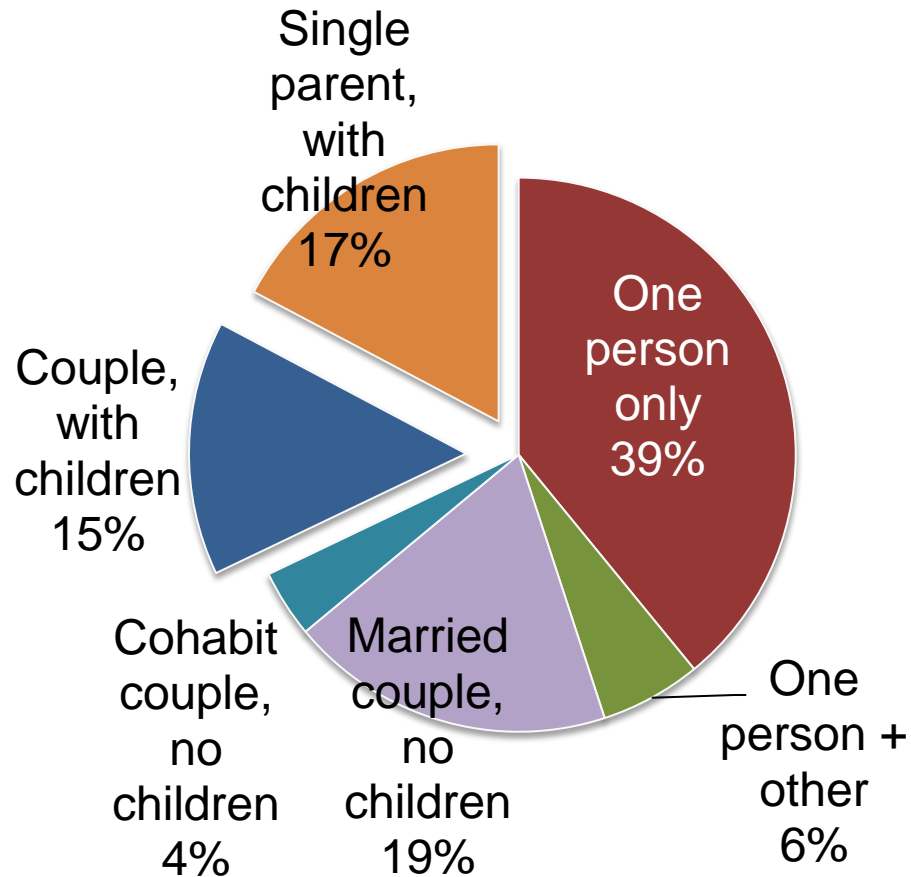
Forecasting methods

- REMI PI+, a regional economic model, forecasts employment and population, to reflect economic migration
- ProFamy, a demographic model, converts population forecasts into household types
- National GDP projections from the long-term baseline forecast used by Minnesota's State Economist

IMPLICATIONS FOR REGIONAL POLICY



Households growth mostly households without children



- Household growth, and types of households, will drive demand for future housing products

Implications of the Council's forecasts on *Thrive MSP 2040* planning: Housing stock?

- 458,000 additional households by 2040
 - About 16,000 new housing units needed per year in the region
- Only one-third of the new households will have children; two-thirds will not. Immigrant families are larger than white families.
 - How will the Council's policies ensure an adequate mix of new housing stock?

Implications of the Council's forecasts on *Thrive MSP 2040* planning: Housing affordability?

- At least half of the new households will have only one income:
 - How will the region's policies ensure an adequate mix of housing affordability?
 - How might transit and transportation policies ease the cost burden on the region's households?

Implications of the Council's forecasts on *Thrive MSP 2040* planning: An aging population?

- Growth of the senior population from 307,000 in 2010 to 770,000 in 2040
- How will the Council's policies help seniors have:
 - Appropriate places to live
 - Adequate transportation
 - Access to recreation and community

QUESTIONS?



Preliminary Local Forecasts to 2040

Metropolitan Council
September 11, 2013



About the Council's forecasts

- Forecasts of population, households and employment in 10-year increments
- Forecasting what development will happen where based on market demand
- *Minnesota Statutes 473.146 and 473.859*
- Develop shared expectations of a common future to inform regional and local planning

Forecasting: Key Dates

2012	2013	2014	2015	2016	2017	2018
------	------	------	------	------	------	------

Regional Forecasts

★ April 2012



Preliminary Local Forecasts

★ September 2013

Final Regional and Local Forecasts

★ Adopted with *Thrive MSP 2040*

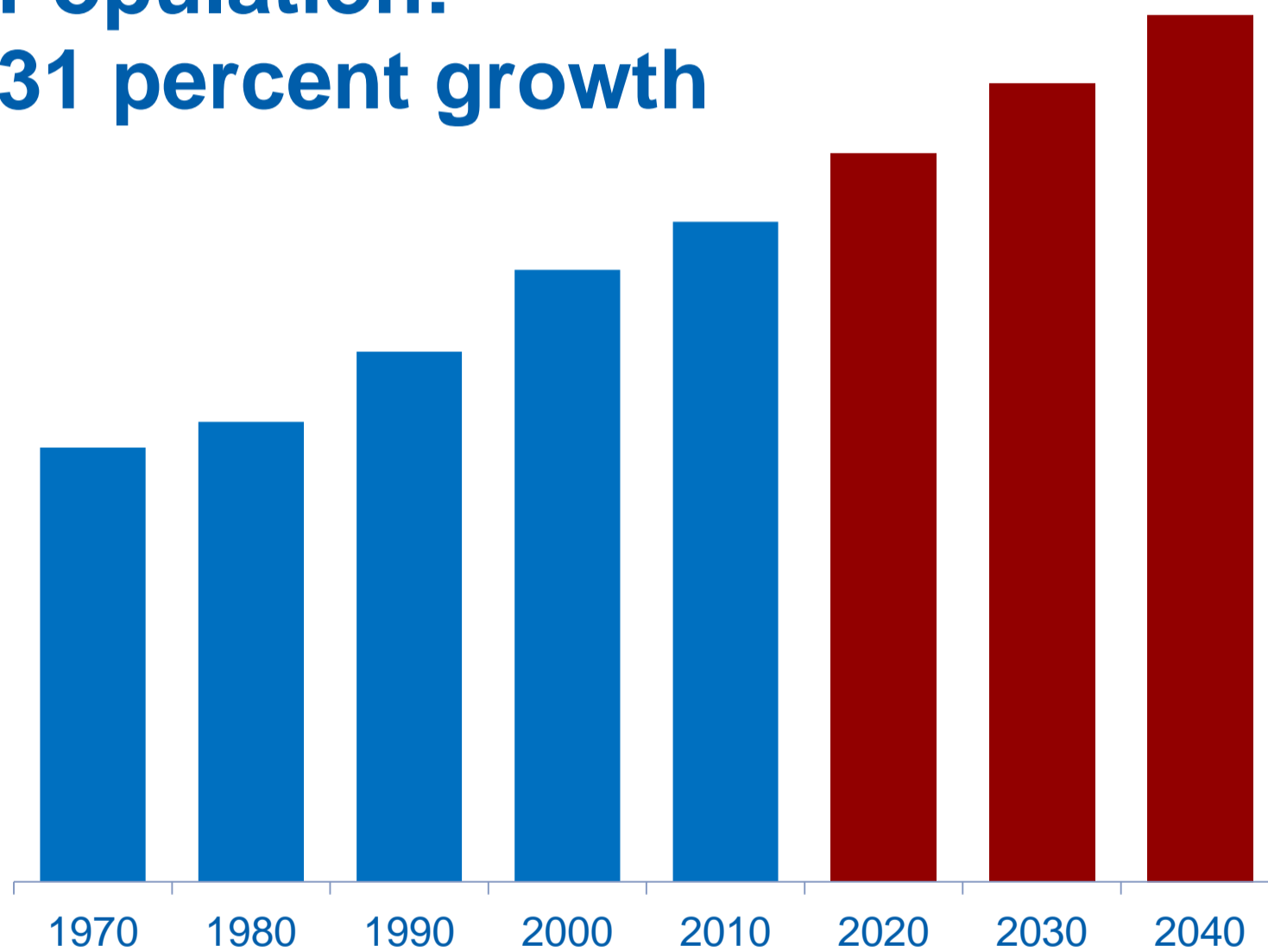
Systems Statements Forecasts

★ Adopted with Systems Statements

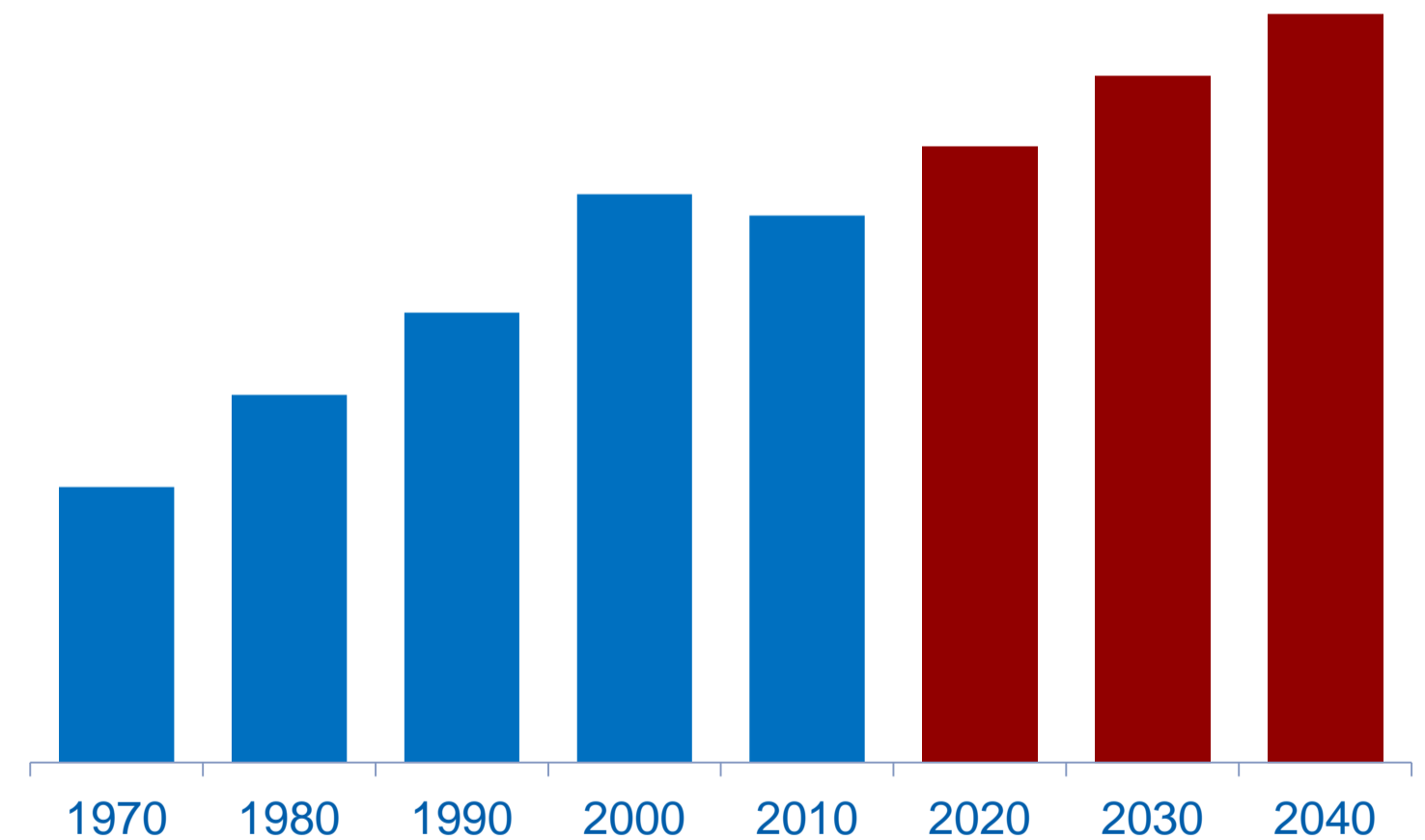
Local Comprehensive Planning

Regional forecast: Continued growth and prosperity

**Population:
31 percent growth**



**Employment:
37 percent growth**



What's behind the forecasts?

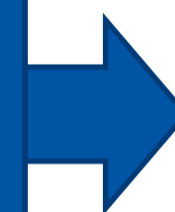
Who is the future market?

Demographics of future households
Real estate needs of businesses



What drives their real estate decisions?

Infrastructure
Accessibility
Amenities



Where is growth allowed?

Land capacity
Land use policies
Allowable density

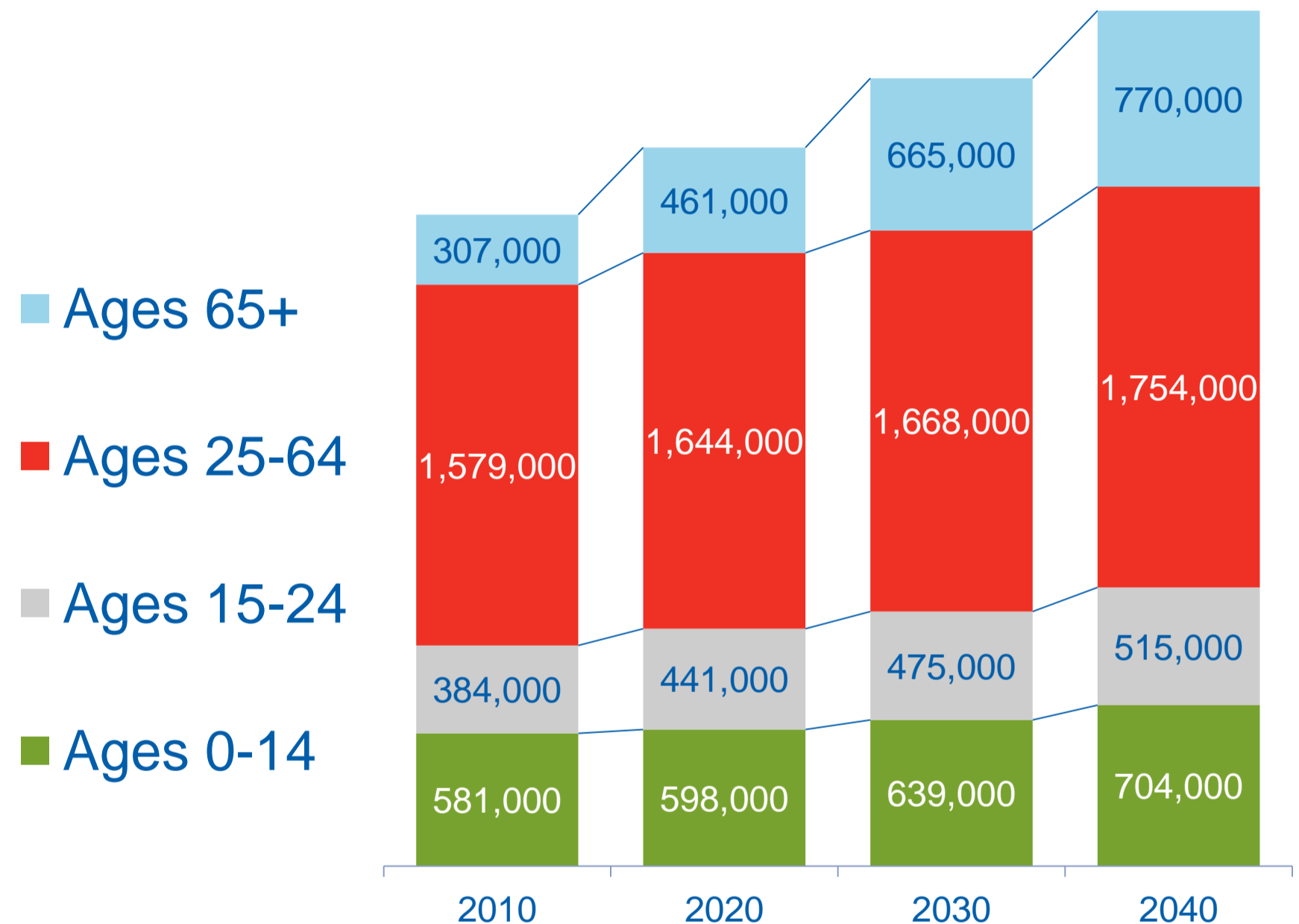
What is driving changes in growth?

**Different mix
of consumers**

**Consumers'
changing
preferences
and behavior**

Different mix of consumers

- More seniors
- More smaller households
- Entry of the Millennial generation into the real estate market

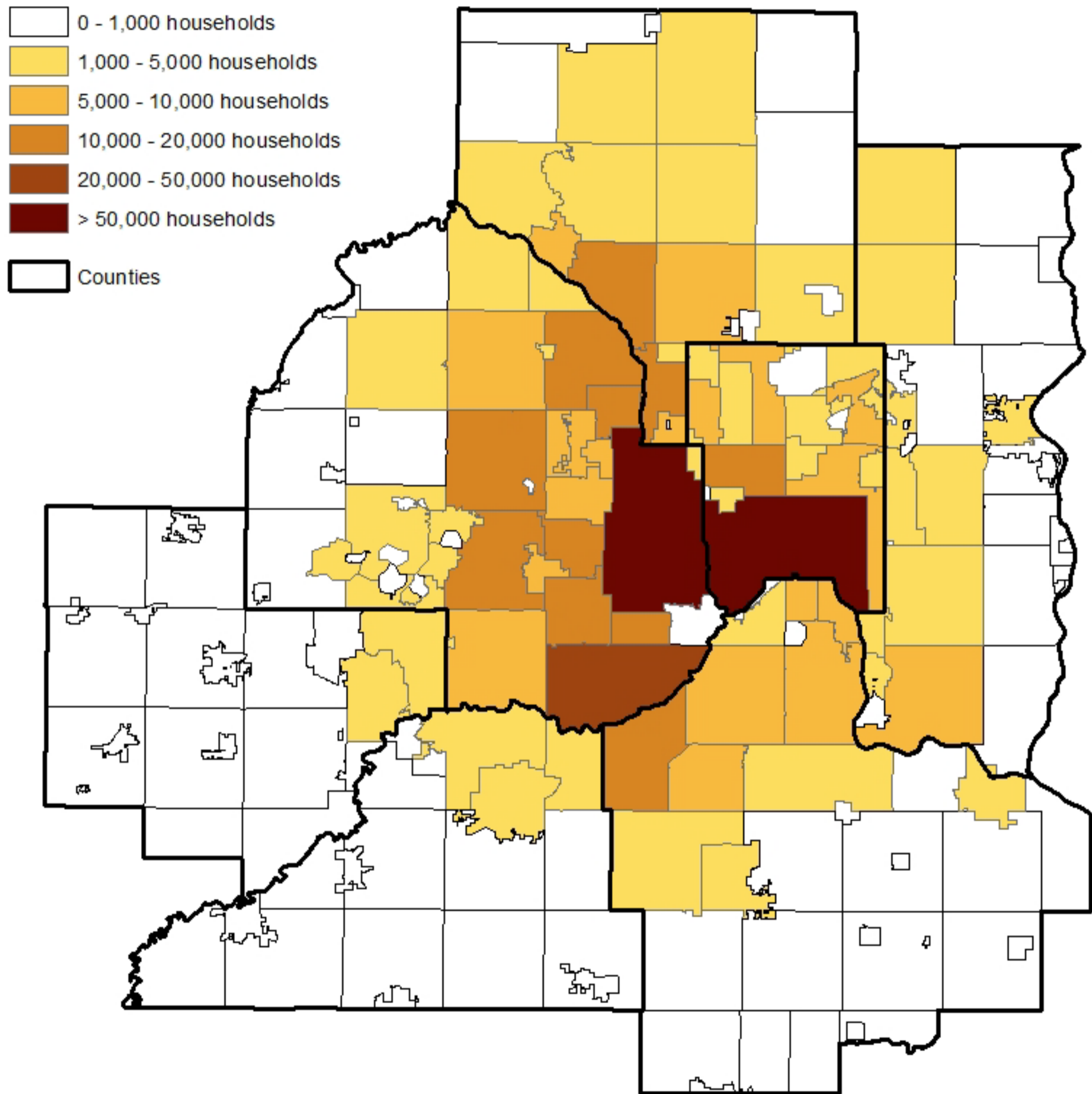


Consumers wanting different housing

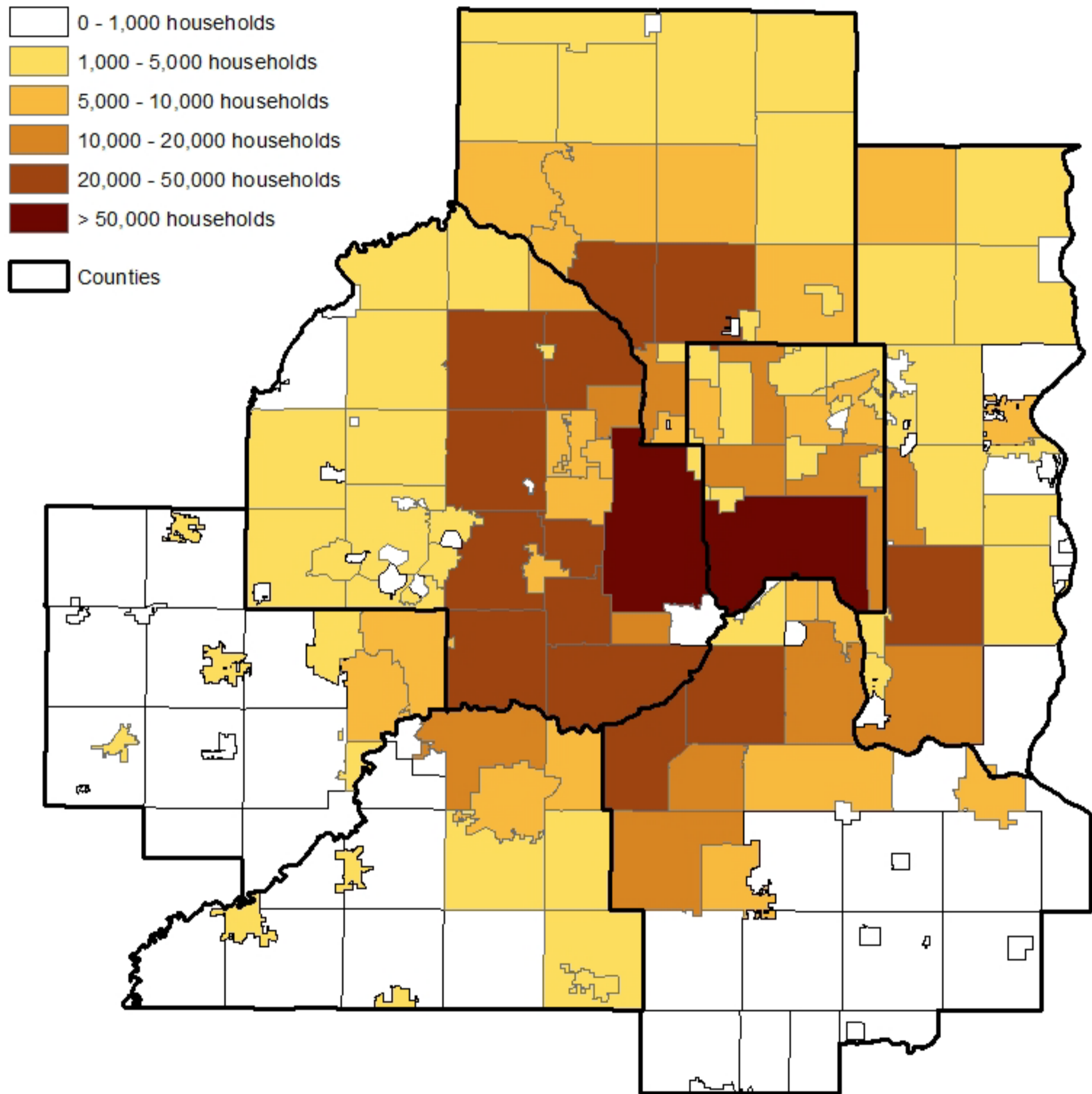
- From housing as an investment to housing as a place to live
- Interest in central locations, amenities, accessibility
- Millennial preferences for connected neighborhoods well-served by transit



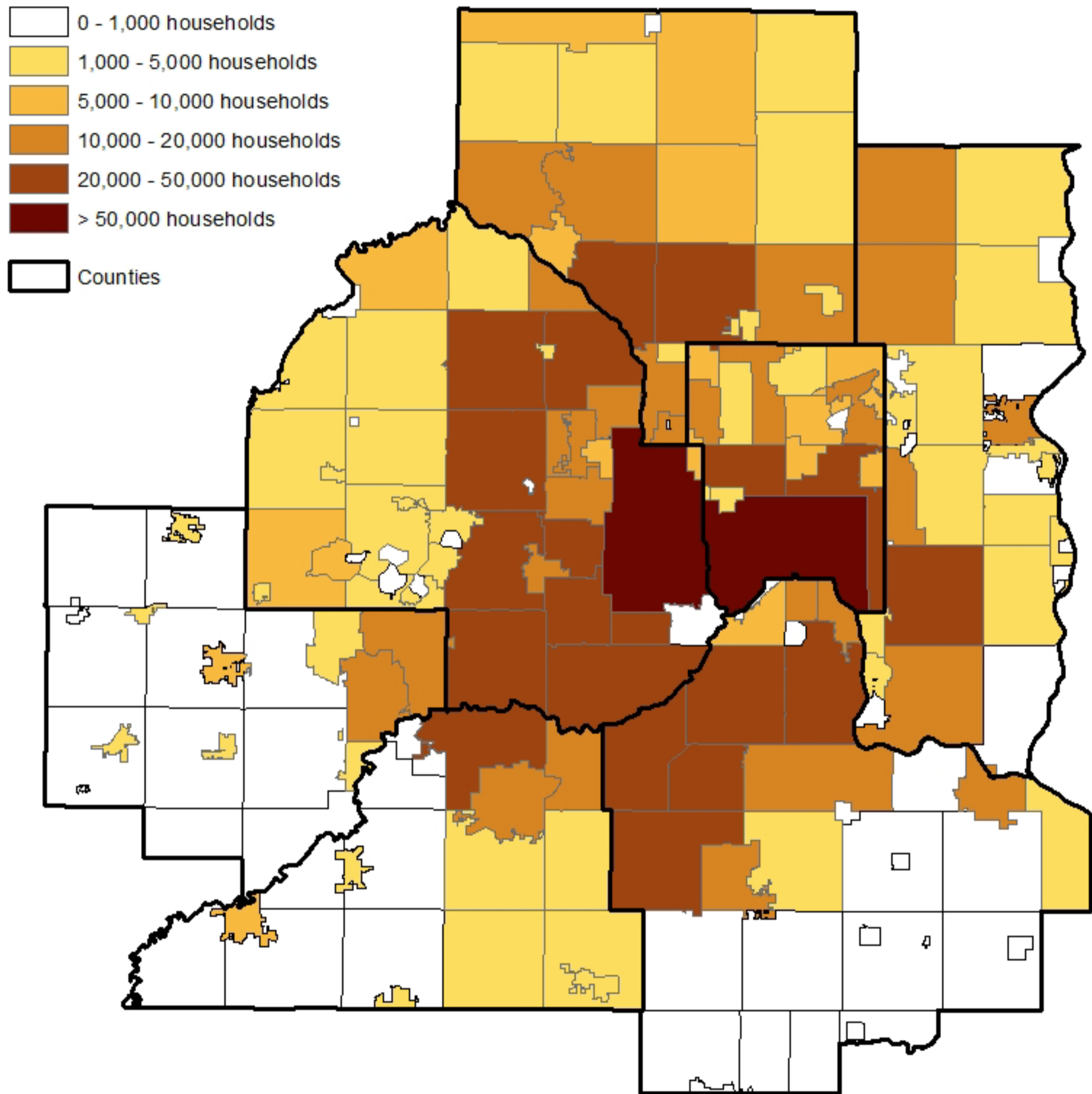
Total Households, 1980



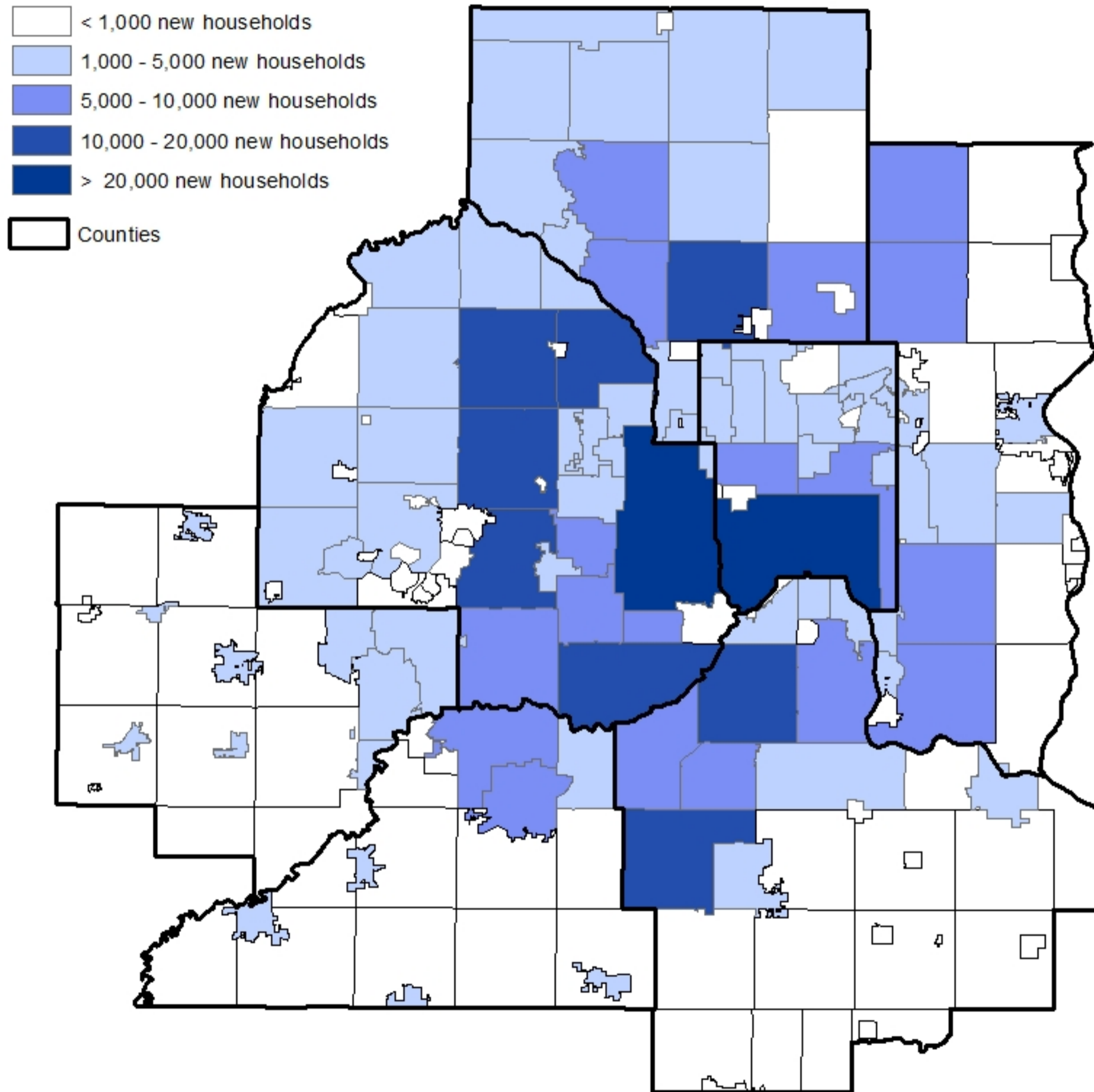
Total Households, 2010



Total Households, 2040



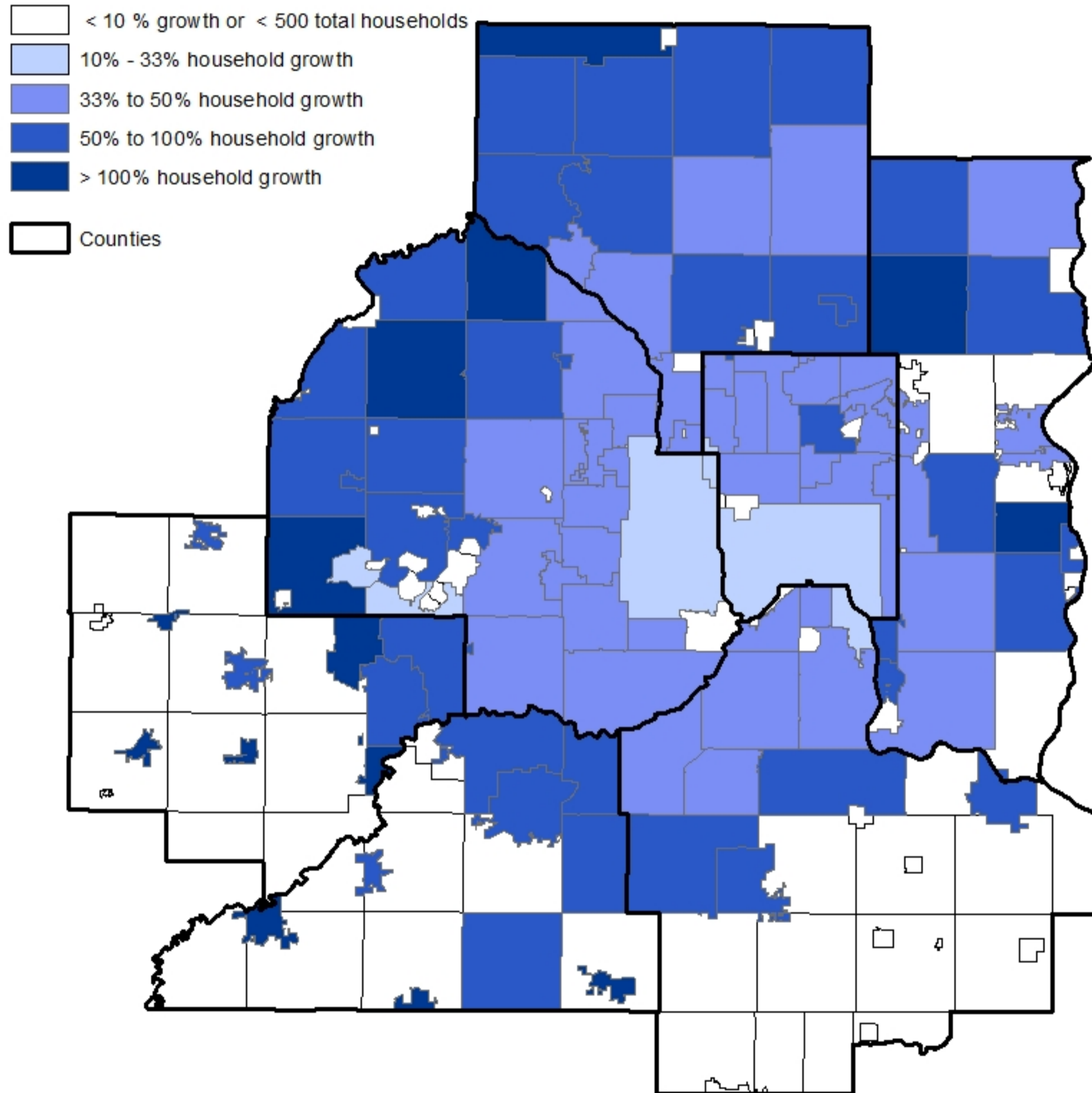
Household Growth, 2010-2040



Largest forecasted gains:

1. Minneapolis
2. St. Paul
3. Maple Grove
4. Bloomington
5. Plymouth
6. Blaine
7. Lakeville
8. Eagan
9. Brooklyn Park
10. Minnetonka

Percent Growth, 2010-2040



Highest growth rate among cities gaining 500+ households:

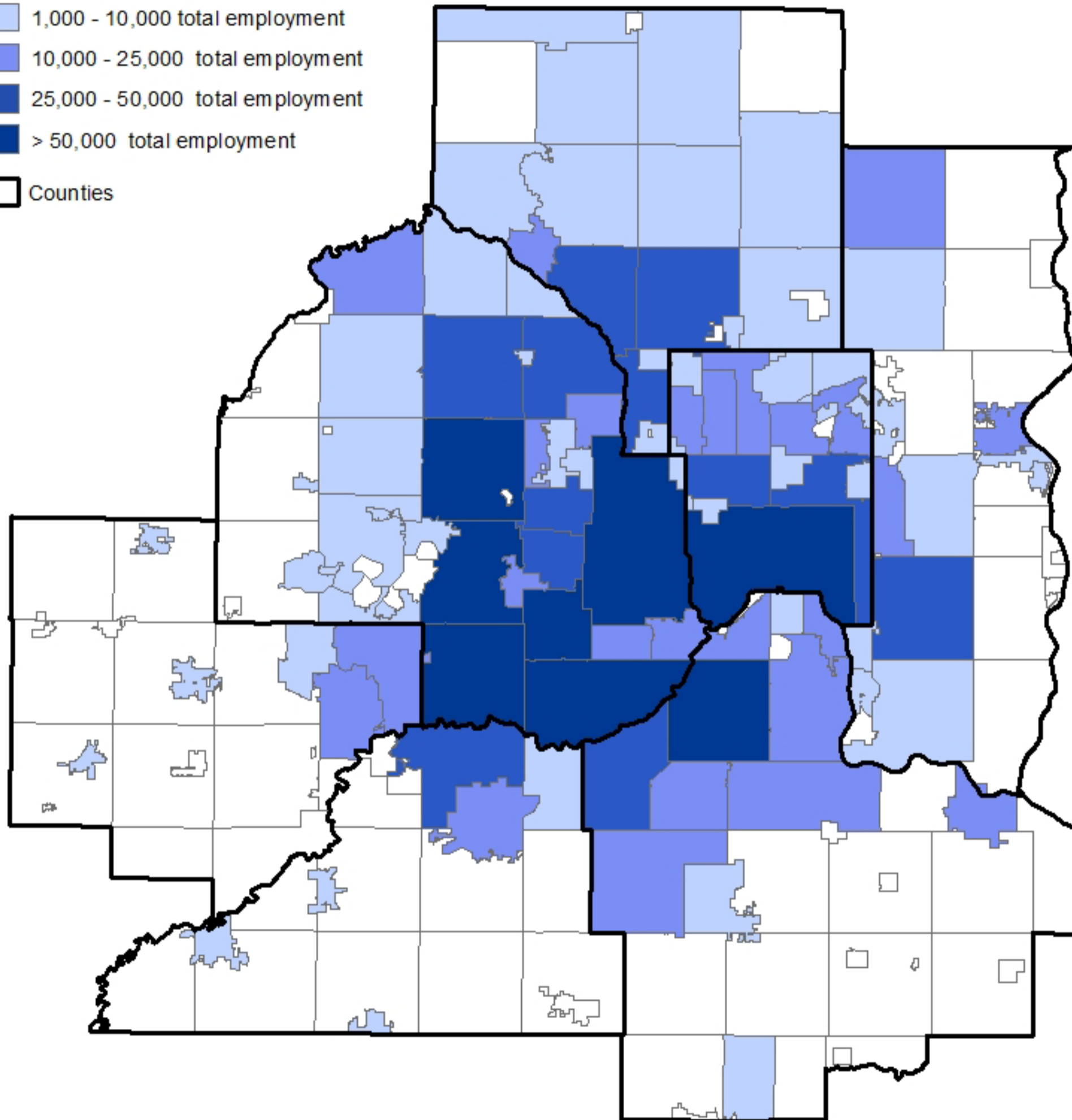
1. Mayer
2. New Germany
3. Cologne
4. Elko New Market
5. Norwood Young America
6. Carver
7. Minnetrista
8. West Lakeland Twp
9. Belle Plaine
10. Corcoran

County Household Growth

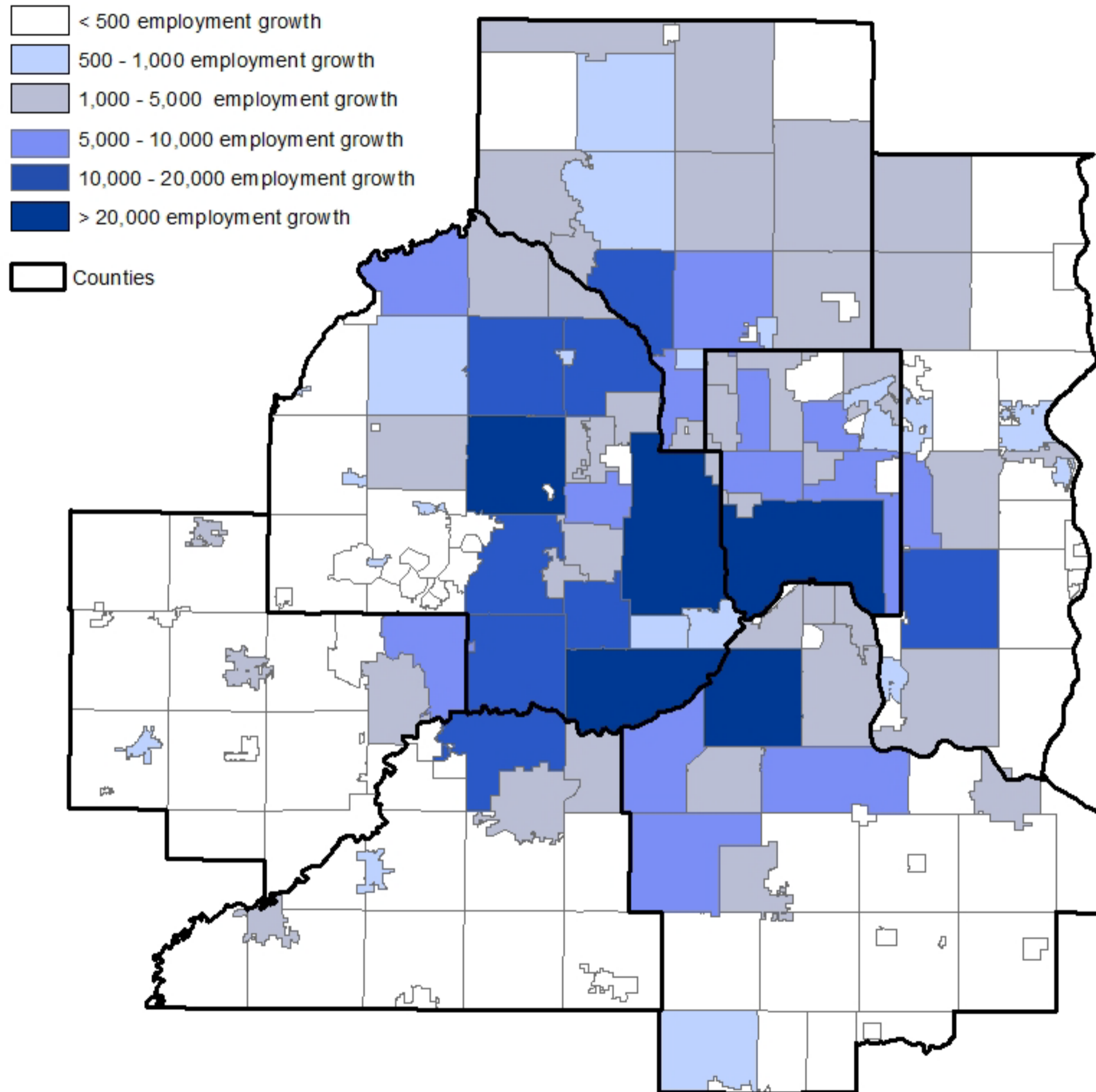
County	2010	2040	Growth	Percent
Anoka	121,227	184,020	62,800	52%
Carver	32,891	57,790	24,900	76%
Dakota	152,060	222,920	70,900	47%
Hennepin	475,913	664,560	188,600	40%
Ramsey	202,691	276,880	74,200	37%
Scott	45,108	74,310	29,200	65%
Washington	87,859	133,590	45,700	52%

Total Employment, 2040

-  < 1,000 total employment
-  1,000 - 10,000 total employment
-  10,000 - 25,000 total employment
-  25,000 - 50,000 total employment
-  > 50,000 total employment
-  Counties



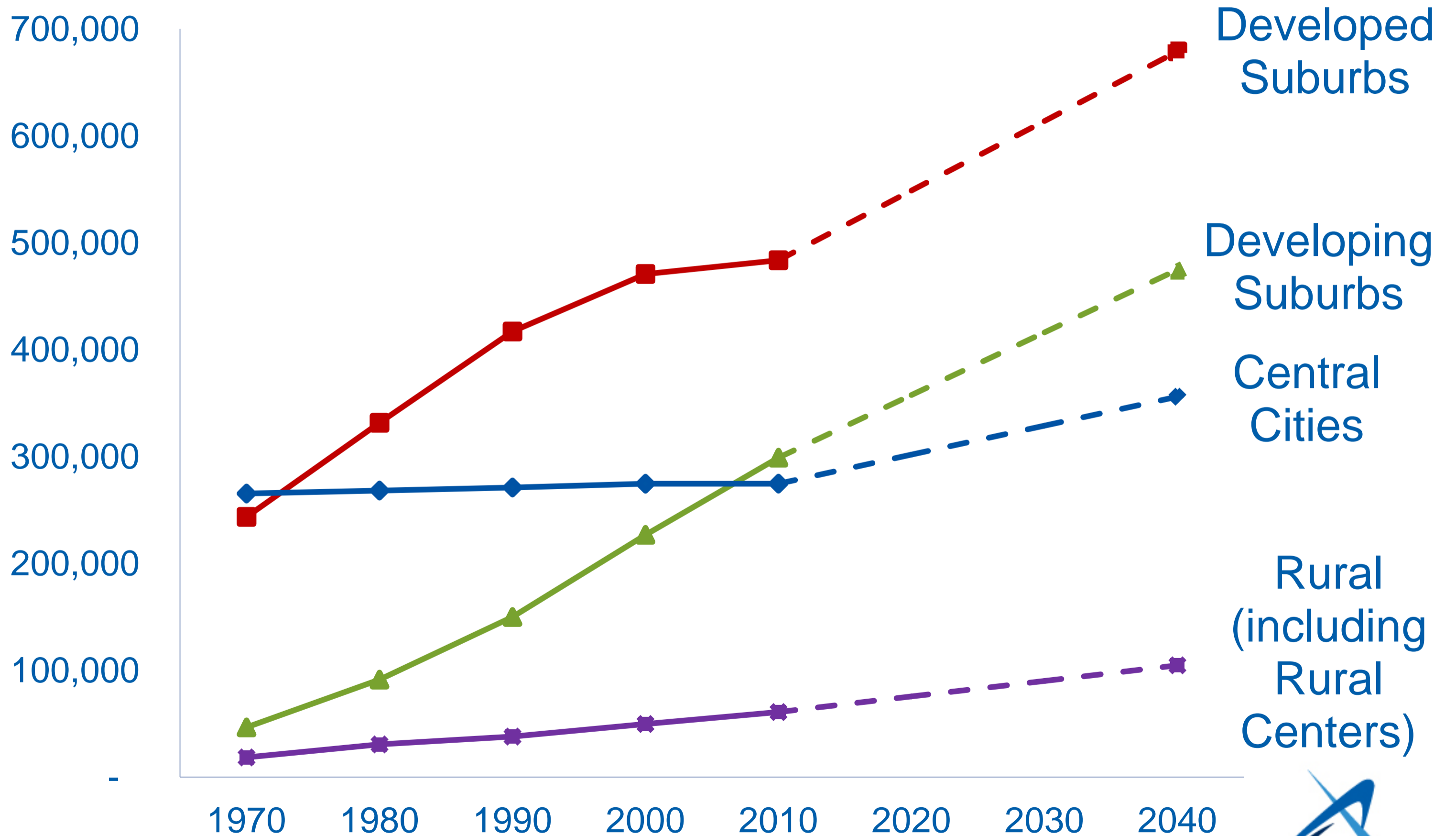
Employment Growth, 2010-2040



Largest forecasted gains:

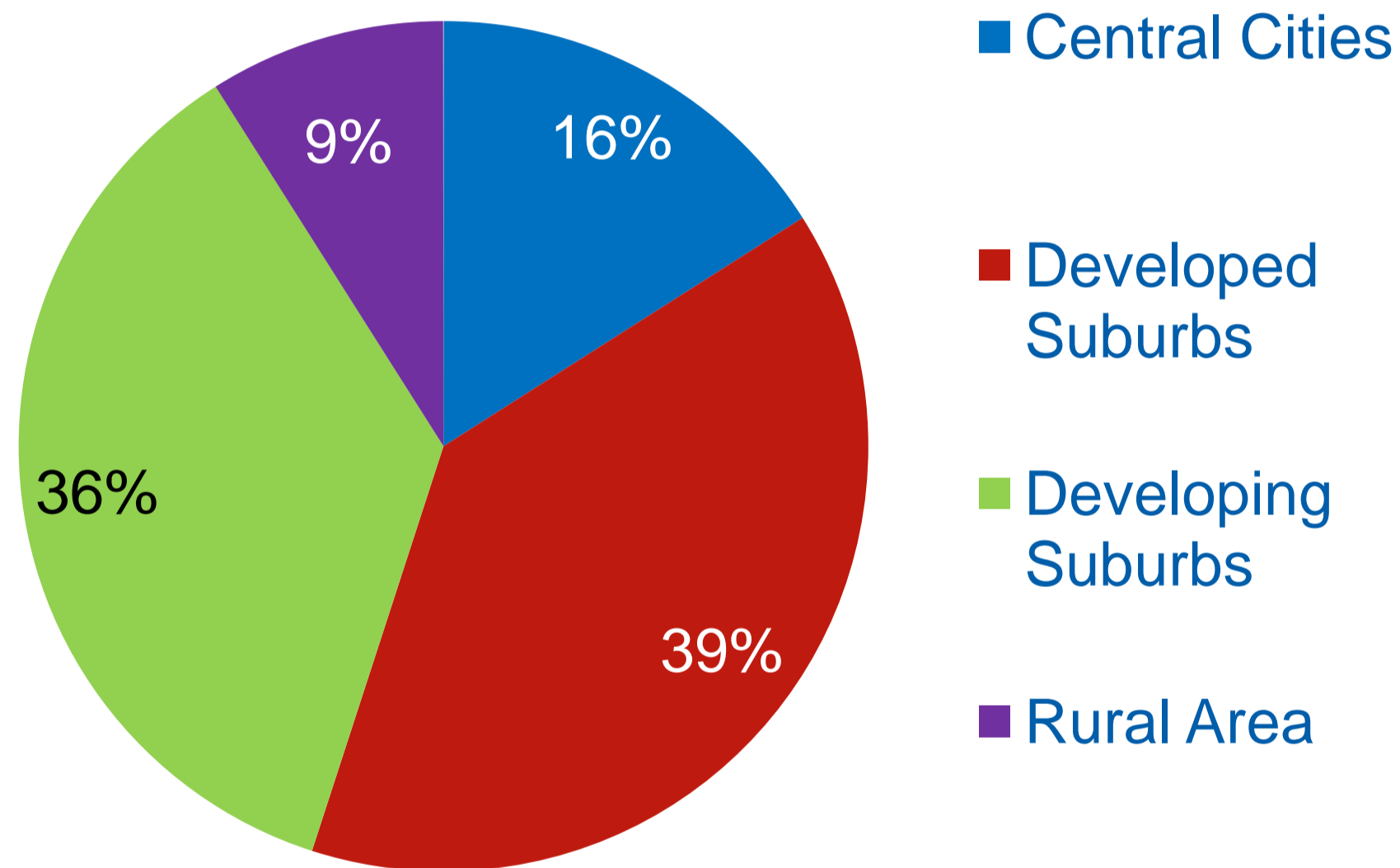
1. Minneapolis
2. St. Paul
3. Plymouth
4. Bloomington
5. Eagan
6. Minnetonka
7. Eden Prairie
8. Edina
9. Brooklyn Park
10. Coon Rapids

Regional households growth trending inward



Distribution of growth to 2040

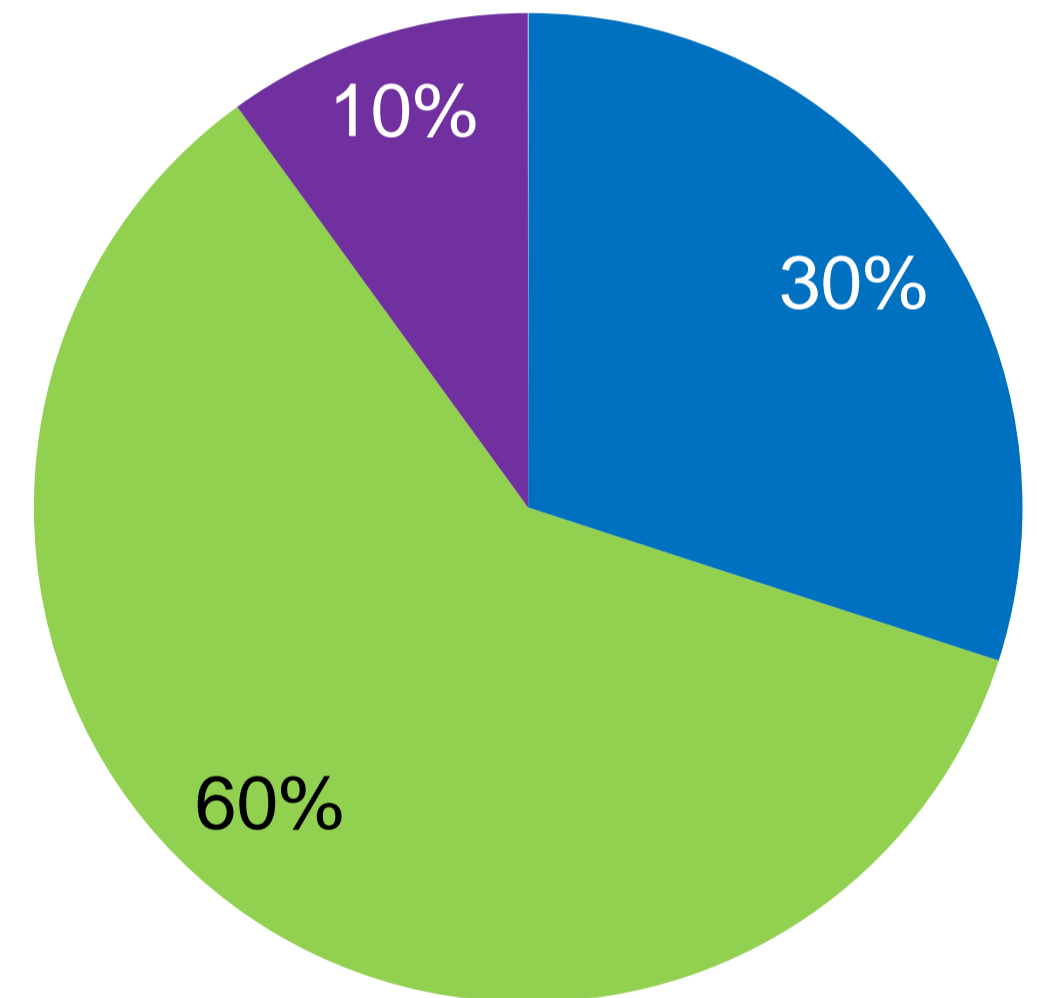
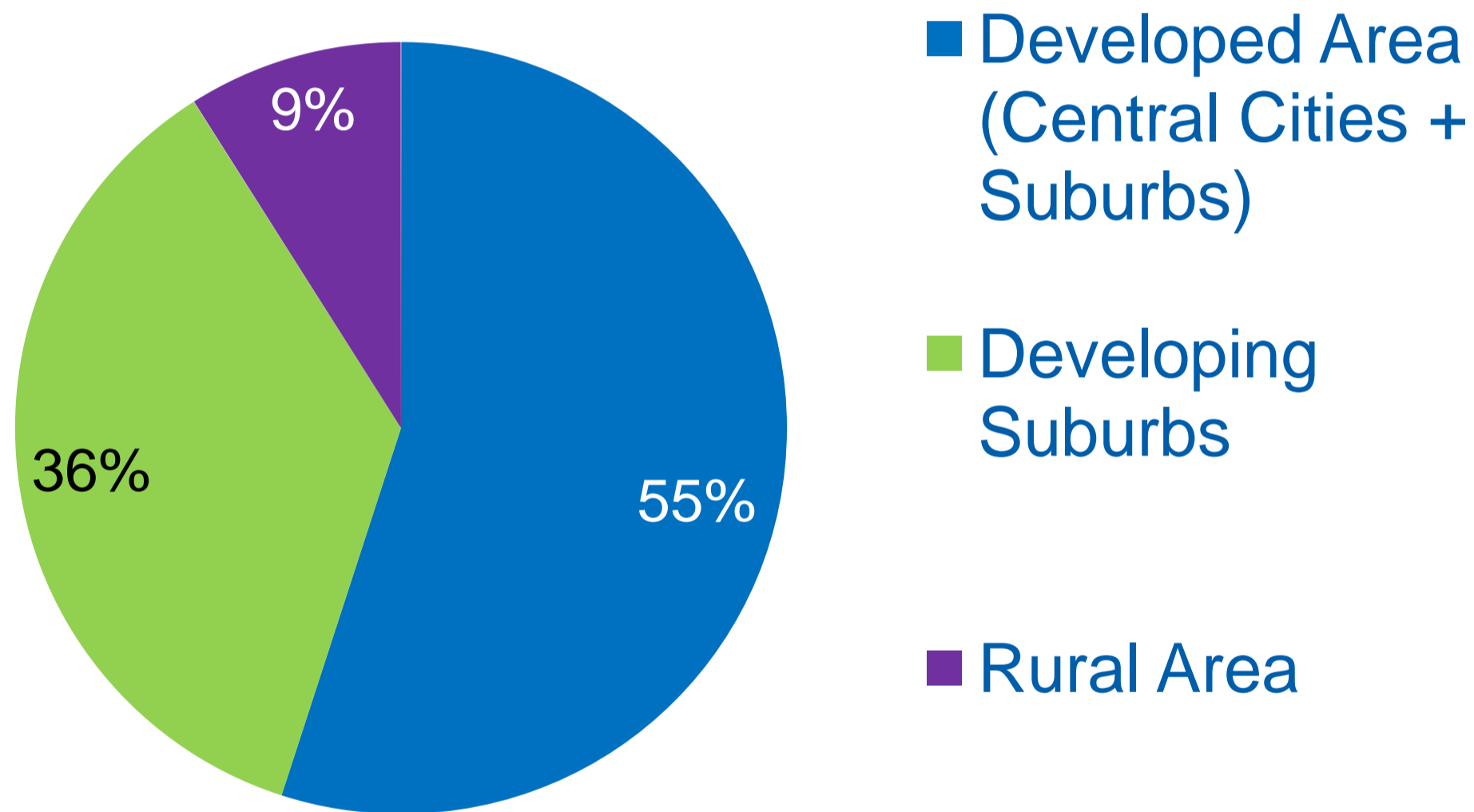
Household Growth, 2010-2040



Distribution of growth to 2040

Framework Forecasts:
Households Growth, 2000-
2030

Household Growth, 2010-2040



Next Steps

- Workshops with local government: October and November:
 - Opportunity for local government comment
 - Validation of local data and assumptions: What information are we missing?
- Revisions to preliminary forecasts in early 2014
- Adoption of 2040 regional and local forecasts with *Thrive MSP 2040* in the spring

What Lies Ahead: Population, Household and Employment Forecasts to 2040

April 2012

The Metropolitan Council forecasts population, households and employment for the seven-county Minneapolis-St. Paul region with a 30-year time horizon.

The Council will allocate this regional forecast to local communities through additional modeling. The Council's local land use model will represent the expected spatial distribution of population, households and employment during 2010 to 2040, given real estate and location choice dynamics, and regional policies and local land use controls. The ultimate results of this project—a final regional forecast, together with local forecasts—will be incorporated into the next metropolitan development guide scheduled for Council adoption in early 2014.

Consistent with Minnesota Statutes 473.146 and 473.859, the regional and local forecasts are intended as a statement of future expectations and will reflect regional planning and policies.

For more information about the methodology behind these regional forecasts, see p. 5.

For more information, contact:
 Todd Graham
 Principal Forecaster
todd.graham@metc.state.mn.us
 651-602-1322

Publication No. 74-12-016

Metropolitan Council Forecasts to 2040

Metropolitan Council's preliminary forecast anticipates increasing demographic diversity and continued growth for the seven-county Minneapolis-St Paul region by 2040. The region's population is projected to grow by 893,000. By 2040, 43 percent of residents will be persons of color.

	2010	2020	2030	2040
Population	2,850,000	3,144,000	3,447,000	3,743,000
Households	1,118,000	1,293,000	1,464,000	1,576,000
Employment	1,548,000	1,743,000	1,943,000	2,118,000

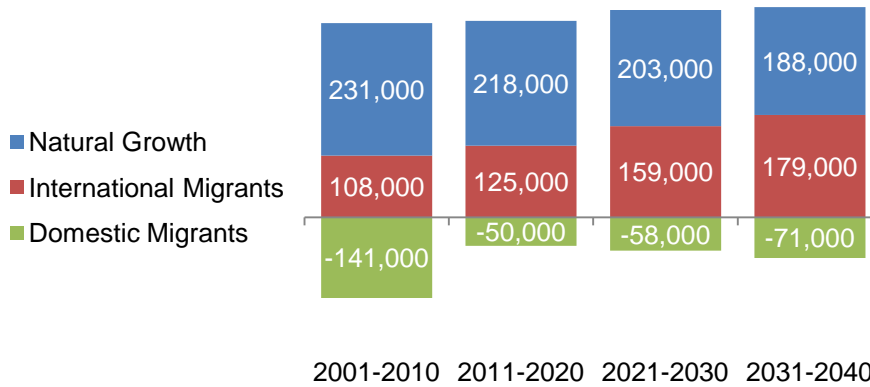
The seven-county Minneapolis-St. Paul region is projected to gain 893,000 people over the next three decades, reaching 3,743,000 residents in 2040, up from 2,850,000 in 2010. Projected growth rates, 9 to 10 percent per decade, are well below the historic growth rates of 15 percent per decade in the 1980s and the 1990s.

Natural population growth, or births outpacing deaths, will add 609,000 residents. Natural population growth will account for over two-thirds, or 68 percent, of the total population growth from 2010 to 2040. Birth rates are higher among families of color than white families, contributing to the increasing racial diversity of the region.

One-third of the population increase in the Minneapolis-St. Paul region will result from migration. The Minneapolis-St Paul area is likely to gain 463,000 new residents through international immigration while losing 179,000 residents to domestic out-migration.

The Minneapolis-St. Paul region will continue to be an immigration gateway throughout the 30-year period, and immigration will substantially advance the region's diversity. Of the expected international immigrants, 83 percent will be people of color, from all continents; the remaining 17 percent will be white, non-Hispanic.

Components of Population Growth, 2000-2040



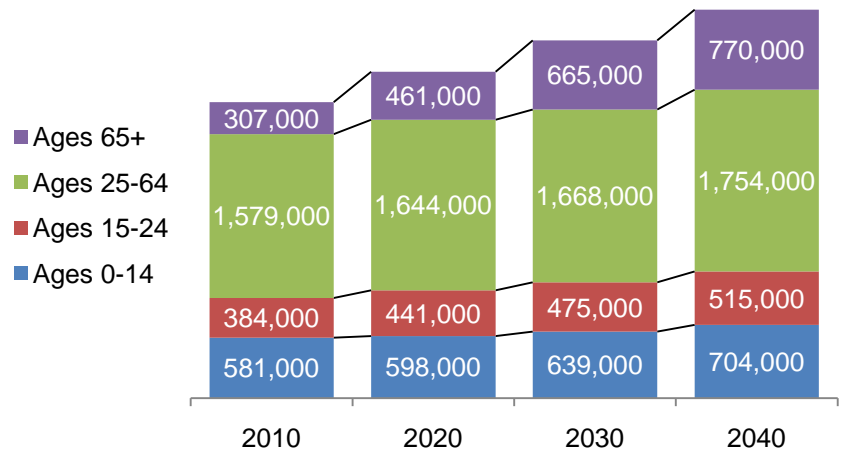
Net domestic migration—between the Twin Cities region and the rest of the nation—will be negative, totaling a loss of 179,000 residents during 2010-40. This is not a new trend; US Census data shows out-migrants leaving the region have outnumbered new domestic arrivals during the past decade. Geographic position and perceived attractiveness of the Minneapolis-St. Paul area are challenges to domestic migration. While the region’s employment and business opportunities draw international

immigrants, the Twin Cities are less attractive to movers who have other priorities. This trend is projected to continue into the future unless there is a major change that dramatically alters domestic perceptions of attractiveness and amenity value.

Migration and natural population growth together will replenish the Minneapolis-St Paul region’s school enrollments and workforce. The Council forecasts 254,000 additional residents under the age of 25 in the Minneapolis-St Paul region, up from 965,000 in 2010 to 1,219,000 in 2040, for a 26 percent increase. These dynamics will balance out the rapid expansion of the region’s senior citizen (65 and over) population.

The senior population in the Twin Cities area will double between 2010 and 2030 and will continue growing throughout the projections period, from 307,000 seniors in 2010 to 770,000 seniors in 2040. Between the aging of Baby Boomers and longer life expectancies, senior citizens will become a substantial cohort of the population in the Minneapolis-St. Paul area. In 2010, senior citizens were 11 percent of the region’s population; in 2040, seniors will be 21 percent of the population.

Population by Age, 2010-2040

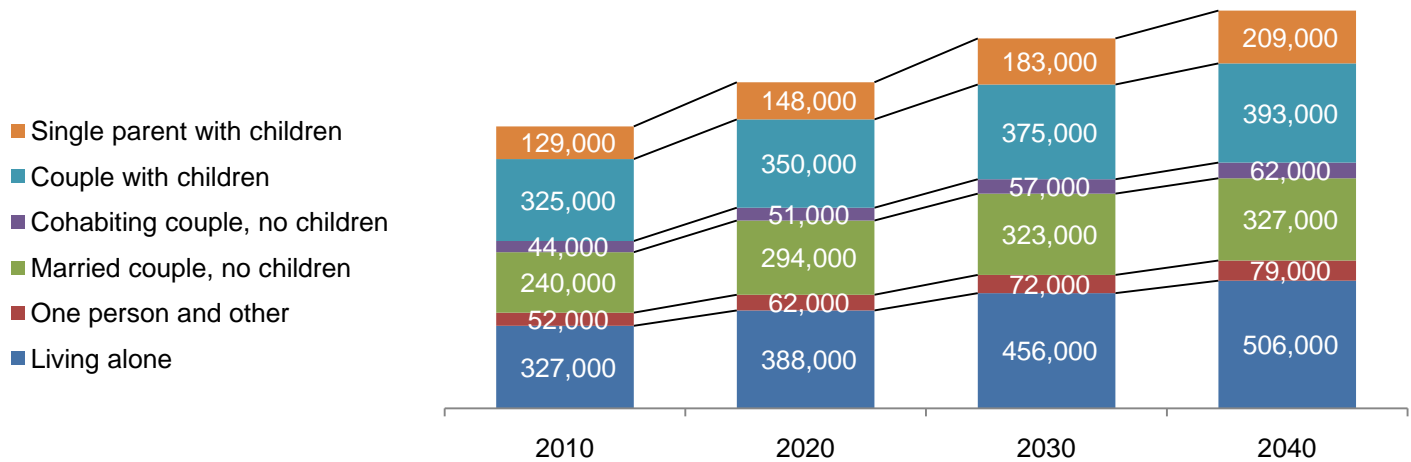


As the age profile of the population shifts, the mix of households in the Minneapolis-St. Paul area is also changing. The Council forecasts 1,576,000 households in 2040, an increase of 41 percent from 2010. Senior citizens are the most significant contributors to household growth as seniors tend to live alone or with a spouse. Most of the forecasted gain in households (58 percent) is reflected in net growth of one-person households (up 179,000 over 30 years) and of married couples without children (up 87,000).

These gains reflect the end stages of the household life-cycle, as couples with children become households without children.

Growth in Generation Y and Millennials will still generate growth in households with children (up 148,000 or 33 percent over 30 years). However, most of the net household growth in the Twin Cities area will result from growth in one-parent households (up 80,000 or 62 percent over 30 years).

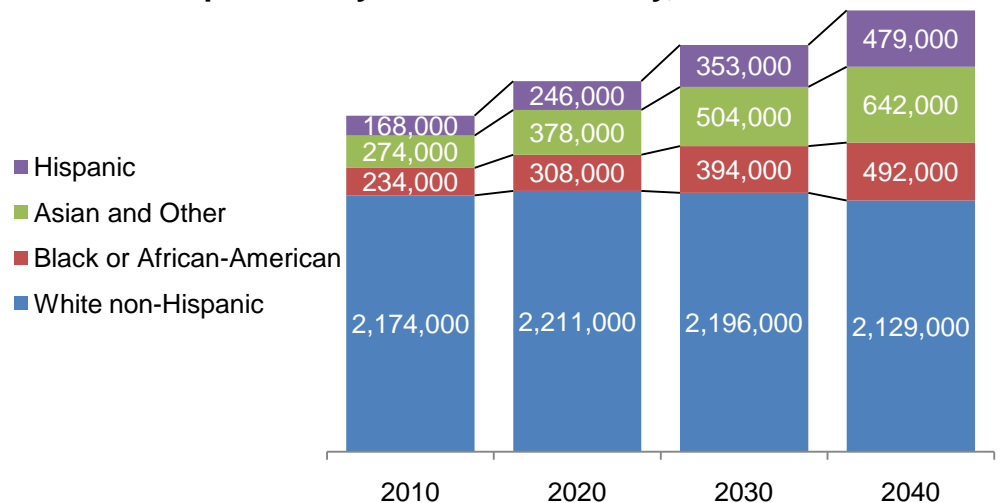
Household Type, 2010-2040



Between the churn of migration and higher birth rates among Hispanic, Black or African-American, and Asian populations, the Minneapolis-St. Paul region will become more racially and ethnically diverse. In 2010, people of color comprised 24 percent of the regional population. By 2040, the Council projects that 43 percent of residents will be people of color. In 2040, the Minneapolis-St Paul workforce will reflect the diversity seen today in the region's elementary schools. The population of color will more than double, up from 676,000 in 2010 to 1,613,000 in 2040, while the White non-Hispanic population will decrease by 2 percent. The region's

Hispanic population is expected to nearly triple (from 168,000 in 2010 to 479,000 in 2040), and both the Black or African-American population and the population of Asians and other people of color will more than double (from 234,000 in 2010 to 492,000 in 2040 and from 274,000 in 2010 to 642,000 in 2040).

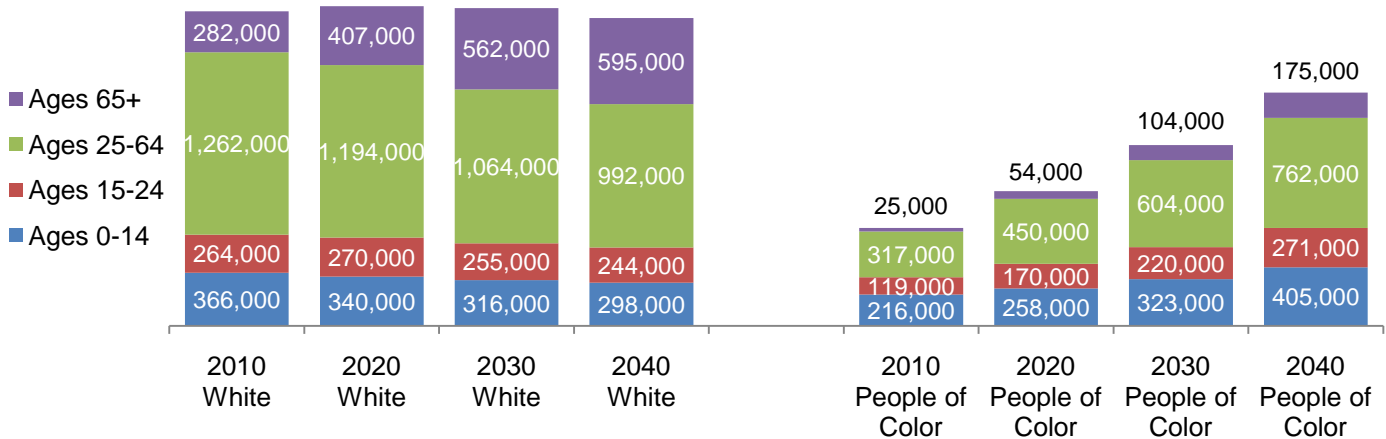
Population by Race and Ethnicity, 2010-2040



The Council's population forecasts reveal contrasting trends in the age distribution

of people of color and white residents. These trends will affect the composition of the region’s working-age residents, with significant implications for the future workforce of the region. The number of white residents, ages 25-64, will shrink by 21 percent (from 1,262,000 in 2010 to 992,000 in 2040), while the population of color in the same age cohort will more than double, climbing from 317,000 in 2010 to 762,000 in 2040. The share of people of color will increase from 20 percent of working-age residents in 2010 to 43 percent in 2040.

Population by Race / Ethnicity and Age

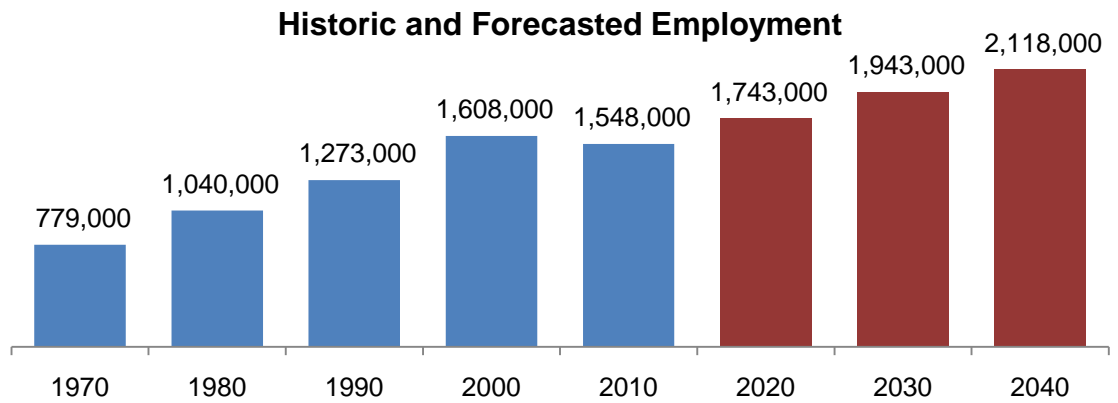


The Council’s population forecasts anticipate an increasingly diverse student body in the region. The population of color under age 25 will double in size, up from 335,000 in 2010 to 676,000 in 2040. In contrast, the number of white residents under age 25 would decrease from 630,000 in 2010 to 543,000 in 2040, pulling down the share of white school-age children and young adults in this age of group from 65 percent in 2010 to 45 percent in 2040.

Migration dynamics are the major factor in this demographic transition. People moving from the Minneapolis-St Paul area to other parts of the nation (domestic out-migration) are mostly white and older (retirees). In contrast, the region’s gain of international immigrants is predominantly people of color, mostly people in their 20s, often immigrating with children.

The Council forecasts an employment gain of 570,000 jobs, up from 1,548,000 in 2010 to 2,118,000 in 2040. The Council anticipates employment growth will range from 13 percent in the current decade to 9 percent in the 2030s. This growth compares to a net employment loss over the 2000s and previous gains of 34 percent in the 1970s, 22 percent in the 1980s, and 26 percent in the 1990s.

The region's Gross Metro Product, the sum of value added by all industry sectors, will rise to \$400 billion in 2040—equivalent to 1.5 percent of the US Gross Domestic Product. For context, the Minneapolis-St Paul region has less than 1.0 percent of the nation's population.



Employment opportunities in the Minneapolis-St Paul region attract not only new migrants, but also commuting workers living in Greater Minnesota or Wisconsin. In 2010, the Council estimates that 7.7 percent of earnings at Minneapolis-St. Paul workplaces are earned by commuters into the region. (This is offset by 1.5 percent of the region's household earnings coming from work outside the Twin Cities region.) This balance of workers commuting in, and earnings returning with those workers to their place of residence, is projected to remain unchanged over the projections period as the Minneapolis-St Paul region remains the predominant economic center for a large part of Minnesota and western Wisconsin.

About the Council's Forecasts

To prepare its long-range forecast, the Metropolitan Council has adopted REMI PI+, a regional macroeconomic model, and ProFamy, a demographic model. Both models have been customized to include additional regional data and represent Minneapolis-St Paul regional conditions.

The REMI PI+ model represents regional economic dynamics and projects time-series of economic and demographic outcomes. The REMI PI+ projections are informed by data on the region's industry mix, costs and productivity, and analysis of regional competitiveness and relative position within the national economy. Employment, migration and population outcomes directly flow from projected economic performance.

The Metropolitan Council is using ProFamy, an extended cohort-component simulation model, to group populations into household types. These projections are informed by age-by-race-specific demographic schedules of birth rates, household formation and dissolution rates, fertility, and mortality rates. The end-product is a time-series of projections of household counts by household type.

METROPOLITAN COUNCIL'S PRELIMINARY FORECASTS METHODOLOGY

SEPTEMBER 18, 2013



**METROPOLITAN
C O U N C I L**

Metropolitan Council's Preliminary Forecasts Methodology

Long-range forecasts at Metropolitan Council are updated at least once per decade. Population, households and employment levels are projected with a 30-year time horizon. The regional and local forecasts express future expectations based on an understanding of regional dynamics, and representing expected outcomes of policies and planning. Consistent with *Minnesota Statutes 473.146* and *473.859*, these forecasts provide a shared foundation for coordinated, comprehensive planning by the Council and local governments.

A preliminary regional forecast was presented at Metropolitan Council's Committee of the Whole on April 18, 2012. Preliminary local forecasts were issued on September 11, 2013. The ultimate results of this project – a final regional forecast, together with local forecasts – will be included in the *Thrive MSP 2040* plan for Council approval in April 2014.

Overview of forecasting project.

Metropolitan Council's long-term forecasting is premised on understanding the Twin Cities' situation within the larger, national economy: The region's business conditions and competitive advantages determine regional economic and employment levels, which in turn prompt population growth through migration.

Subsequent to the *regional* forecast, *local* forecasts address geographic distributions within the region. Regional population, households and employment will site in specific places. Metropolitan Council assumes that real estate demand and supply dynamics, interacting with future transportation accessibility, primarily determine outcomes, influenced by regional land use policies and local plans.

Considering the multi-scale nature of future planning needs, Metropolitan Council employs multiple forecast modeling tools:

- A regional economic model for forecasting region-level economic activity and migration flows in response to economic opportunity.
- A demographic model packaging population forecasts into various household types
- A land use model simulating and projecting real estate market dynamics, in order to locate future land use, households and employment to communities and zones.

Methodology of REMI PI.

In 2011, following a review of best practices in regional economic modeling, the Council selected REMI PI as the model best fitting the Council's understanding of regional growth. REMI PI is a structural macroeconomic simulation model. It makes use of computable general equilibrium (CGE) techniques for simultaneous solution of macroeconomic accounts, as well as input-output matrices to represent inter-industry flows and impacts. Also, the model employs new economic geography techniques to represent regional differentials and aggregated interactions among regions, mainly trade and migration flows.

Simulation and projection of economic activities (production, consumption, and trade) are central to the model; Cobb-Dougllass functions determine the balance of capital, and labor levels; and the model seeks equilibrium between industries' labor demand, wage levels, and labor supply. If industries' labor demand intensifies (or slackens), then wages and labor supply adjust up (or down) via economic migration. Thus, economic competitiveness and labor demand are the major determinants of migration in the REMI PI model.

A more detailed description can be found in the model documentation:
Regional Economic Models Inc. (2013), *REMI PI+ Model Equations*, online at www.remi.com/download/documentation/pi+/pi+ version 1.5/PI+ v1.5 Model Equations.pdf

Our Minnesota implementation of the model has two *home regions*: the Twin Cities metro is one; the remaining 80 counties are a second region; the rest of the nation and the world are additional linked economies. Model updates delivered by Regional Economic Models Inc. in 2011, 2012 and 2013 assess the Twin Cities metro having factor cost advantages, resource advantages, and good workforce availability across a complete range of occupations. These characteristics inform a forecast of above-average growth in coming decades.

Methodology of Profamy model.

Metropolitan Council has also implemented Profamy, a separate demographic model for projecting household counts by demographic cohort, using extended cohort-component techniques to represent household change dynamics.

The model groups all population members by age, race and gender, and projects forward distributions of life cycle states based on demographic schedule probabilities. These schedules cover fertility rates, survival rates, leave home rates, inter-regional migration, household formation, and cohabit/marriage/separation rates. Summarization of probabilities provides a comprehensive time-series of population and households characteristics.

A more detailed description is available from the model developers. See:
Yi Zeng, et al. (2010), *Household and population projections at sub-national levels: An extended cohort-component approach*, online at <http://paa2010.princeton.edu/papers/101958>

In 2012, Metropolitan Council staff worked with HCF Consulting to update the model with region-specific 2010 base year data, region-specific fertility rates, and migration rates by age, race and gender. The migration rates table is a compilation of migration results from the REMI PI model. Profamy was tested by Council staff and its projections compared with the REMI PI forecast. Given the same demographic schedules, and the exogenously-provided migration rates, Profamy can produce a 30-year-horizon population projection that is within 1 percent of the REMI PI forecast.

Metropolitan Council staff are using REMI PI for economic, employment and population forecasts. Profamy is used as a follow-on process, to parse the REMI PI population projections into households by household type. HCF Consulting has provided programming that allows the model user to enforce consistency with the time-series of population projections received from the REMI PI modeling.

Modifications to the as-delivered REMI PI model.

In the implementation of REMI PI, Council staff modify some settings and data inputs to the model. First, the national forecast in the Council's model is controlled to match nation-level GDP projections and industry employment projections drawn from Global Insight's 30-year Trend forecast; this is the same forecast used by the Minnesota State Economist as a baseline for long-term, national economic

expectations. The national forecast is significant insofar as the Twin Cities metro and Minnesota are part of nation, and the region's economic growth is tethered to national economic conditions. For more information, see:

Minnesota Management & Budget (2012, and updated bi-annually), *Economic & Minnesota Outlook*, online at www.mmb.state.mn.us/feb-2013-forecast

Second, Council staff update regional time-series tables with known numbers and facts on the ground:

- 2011-2012 regional population by race and age are updated with estimates by US Census Bureau;
- 2011-2012 regional industry employment are updated with counts from Minnesota Department of Employment and Economic Development statistics.

A number of future expectations are adjusted to better reflect regional trends. There are variables in the model that are recognized as difficult to project. Generally, Council staff assumes a stable status quo or median values within the range of possibilities:

- REMI's fertility rates schedules (fertility rates by race and by age of mother) are replaced with region-specific projections prepared by Council staff. In the Twin Cities metro, Council staff project the region's total fertility rate for whites increases to 1.78 per woman; the rate for blacks declines to 2.89; rates for Hispanic, Asian, and other race groups remain stable at 2.38.
- REMI's survival rates schedules are adjusted to better match the Minnesota State Demographer's. The State Demographer projects, conservatively, that life expectancies advance by 2 years over the 30-year projections horizon.
- College-going population by race is projected to increase in tandem with growth in the resident population of 17-year-olds by race.
- Average property tax rates for the Twin Cities metro are updated to reflect tax increases during 2011-2013, and are projected to level off thereafter.
- Consumer prices for energy are adjusted to maintain a constant ratio of regional prices relative to national average prices. Utility rates are held at 95 percent of the national average; fuel prices are held at 100 percent of the national average; there is not clear reason to project that Twin Cities metro relative prices would decline below these relative levels.

The forecast models described above provide details on future demographics and industry composition at a macro-level, without geographic detail. Additional modeling, at a local scale, is necessary to project the geographic distribution of households and industries over time.

Methodology of Cube Land.

In 2009, Council staff conducted an internal needs assessment and a state-of-the-practice review of land use models. Council staff recommended adoption of a market simulation model capable of producing zonal projections of households, population and employment, as well as accounting future land use. In 2010, the Council licensed and implemented Citilabs Cube Land as a platform for local real estate market modeling and scenarios analysis. Cube Land was chosen in part for its potential to integrate with the Council's travel demand model, allowing land use patterns and transportation network conditions to iteratively adjust over time.

The logic of Cube Land is the market sorting and equilibration of real estate demand and supply (real estate types and locations), assuming best-use and value-maximizing decisions of households, site selectors and developers. Cube Land includes three submodels:

- The *demand submodel* simulates an auction in which different market segments are willing to pay (or bid) differential amounts for combinations of real estate and place characteristics.

- The *rent submodel* uses estimated bids, along with other local characteristics, to estimate rents for different real estate types at specific locations.
- The *supply submodel* projects forward real estate development by comparing rents with supply costs, and locating new development based on estimated profit margins (rent minus supply costs) and land supply availability.

In summary, households and worksites choose real estate types, situated in specific locations, so as to maximize value. Developers respond by supplying real estate responsive to the demand.

The demand model mathematically represents the preference structures of different household market segments and industry sectors using variables, and parameters for variables, identified and estimated through discrete choice analysis of existing behavior (which is known through survey data). Variables include neighborhood characteristics and accessibility to destinations. These quantified preferences allow the model to estimate probabilities of all potential real estate choices for each defined household type and worksite type. The choice is comprised of real estate types and locations. The locations correspond to the post-2000 Transportation Analysis Zone (TAZ) system used in the Council's travel demand model.

Many of the variables that determine the choice probabilities can change over time: Summarized land use and remaining available land supply, industry mix, and socioeconomic mix of zones are projected and updated within the model. Accessibility measures are projected and updated through iterative looping with a linked travel demand model.

Concurrently, the rent model uses estimated bids, as well as other zonal characteristics, to calculate and update rents within the model. If real estate in a certain location is highly desirable to one or more market segments, rents can change, altering estimated distributions (or probabilities) of household and worksite location choices, and prompting choice substitution. Ultimately, the model seeks an equilibrium solution where all forecasted future households and employment are sorted into real estate choices, proportionate to updated choice probabilities.

The discussion above concerns different market sectors valuing locations, and sorting themselves to accomplish best-value results. Importantly, Cube Land allows supply response to growing and changing market demand. Regional totals of target-year households and employment can differ from start-year totals. To accommodate growth in households and employment – which has been forecasted using the region-level forecast models – the Cube Land supply submodel projects the addition of new housing and employment-bearing built space. In the Twin Cities implementation of Cube Land, the major determinants of such development are land supply and estimated rents for each zonal location. As rents are dynamically estimated within the model, the geographic distribution of new development is likewise dynamic – with new growth precipitated by lower development costs and/or higher rents for valued location characteristics.

Data and Variables Used in the Council's Cube Land Modeling

The Twin Cities implementation of Cube Land segments worksites and employment into 8 industry sectors; these groups have varying preferences and use varying amounts of 5 types of employment-bearing real estate. Households are segmented by socioeconomic characteristics into 5 major household types (and 80 subtypes), which then select housing from 8 housing types. This segmentation enables moderate representation of how real estate and location preferences vary among different household and industry types.

The Cube Land system allows flexibility in defining the set of variables that comprise preferences and valuations of real estate. The variables identified as most significant, and included in the Council's modeling, are compiled for 1,201 Transportation Analysis Zones. These zonal characteristics also inform the calibration of the model to year 2010 conditions. Zonal characteristics include:

- Real Estate Characteristics:
 - Start-year land use mix and undeveloped land supply
 - Existing housing stock and employment-bearing built space
 - Average land consumption per real estate unit
 - Average building costs
- Surrounding Land Uses:
 - Proximity to lakes and rivers
 - Zonal demographics
 - Zonal employment
 - Housing density
- Regional Systems and Services:
 - Proximity to parks
 - Wastewater service availability
 - High frequency bus stops
 - LRT stations
- Transportation Accessibility, obtained through interaction with the Council's travel demand model:
 - Number of jobs within 20-minute travel time (by automobile and by transit)
 - Number of households within 20-minute travel time (by automobile and by transit)

The Cube Land model also uses local planned land use and regional policies when forecasting future real estate supply, including:

- Planned Land Use acreage (from local comprehensive plans)
- Allowable real estate types
- Existing housing densities
- Maximum allowable housing densities (from local comprehensive plans)
- Maximum allowable housing units (from local comprehensive plans)

In summary, the Cube Land model is richly informed about base year conditions and the envelope of future possibilities.

Model maintenance and forecast updates.

Metropolitan Council receives annual updates of the REMI PI software and time-series data inputs. The model received in July 2013 includes time-series data for years 1990-2011, as well as national demographic adjustments to reflect US Census Bureau's immigration assumptions. For more information, see:

US Census Bureau (2012), *2012 National Population Projections*, online at www.census.gov/population/projections/data/national/2012.html

Council staff will prepare final regional and local forecasts in early 2014, for approval by Metropolitan Council and inclusion in the *Thrive MSP 2040* plan. These final forecasts will reflect updated data and assumptions, and updated representation of regional policies.

In the preliminary forecast modeling, geographic representation of regional systems and policies has been limited to a base-case scenario, including: the 2030 Metropolitan Urban Services Area, defining the coverage of wastewater service; the 2040 regional transportation network, incorporating the planned, long-term program of transitways and highway improvements to 2040; and local comprehensive plans prepared by communities during 2005-2011, with planned land use to 2030.

Revisions of these systems and policies are possible and can be represented in updated local forecasts for the *Thrive MSP 2040* plan, or in subsequent updates coordinated with regional system plans. The preliminary modeling does *not* presently account for – but could be modified to represent – new policy factors. Hypothetically, these could include real estate development responding to subsidies for affordable housing development, added development costs in subregional areas with water supply limitations, or maximum capacity restrictions in such areas.



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Regional Development Framework & Sustainable Development Plan

July 20, 2011

Project Outcome:

Web-based, visual document

<http://www.metrocouncil.org/planning/planning.htm>



Policy Plan





Completed

Regional planning cycle

**2030 Development
Framework**
2003-2004

System Plans
2004-2005

System Statements
2005

Census
2000

**Local Comp
Plan Updates**
2008

**Local
Planning
Handbook**





The Next

Regional planning cycle

**2040 Development
Framework**
2011-2013

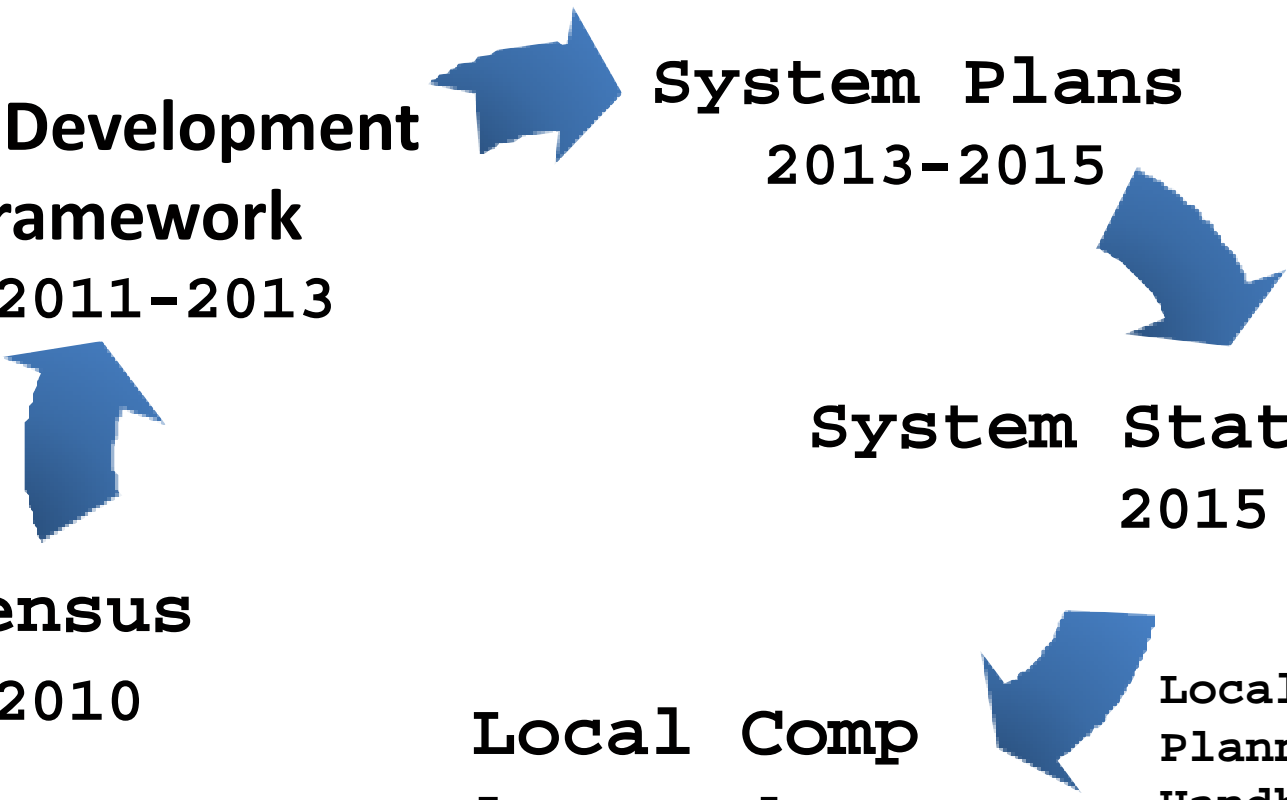
System Plans
2013-2015

System Statements
2015

Census
2010

**Local Comp
Plan Updates**
2018

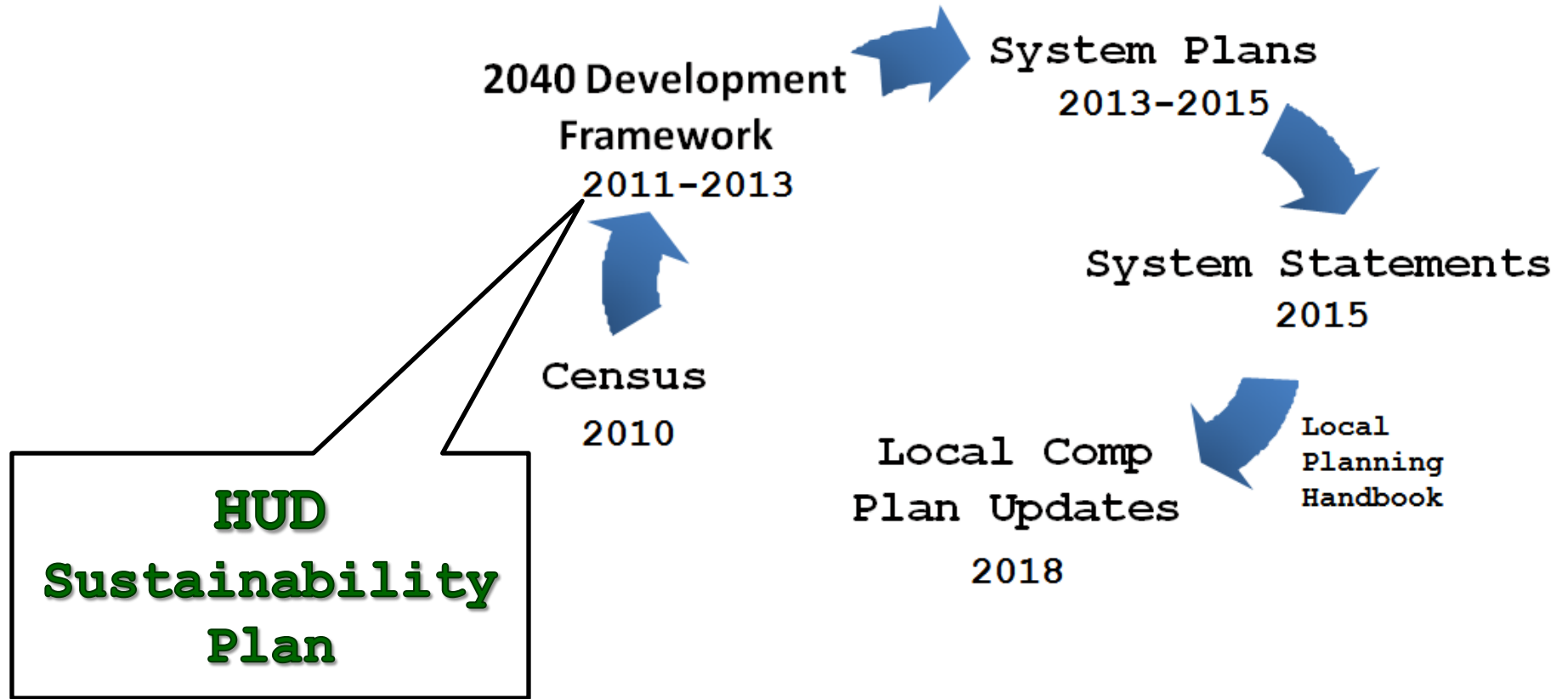
**Local
Planning
Handbook**





The Next

Regional planning cycle





Today's Topics

- ☐ **A Quick Look Back –**
History provides context but not a map
- ☐ **Current Pressing Issues –**
Some familiar faces but new wrinkles
- ☐ **Approaching a Changed Environment –**
New planning horizon (2040) and HUD Sustainable Communities Grant; sorting out what goes into the *Development Framework* and what goes into the Sustainable Development Plan for HUD



**What's changed since the
last Regional Development
Framework?**



Metropolitan Council

Committee
of the
whole

What happened?



What happened?

	Population	Households
2010 Census	2,849,567	1,117,749
2010 Framework Forecast	3,005,000	1,198,000
Difference	(155,433) -5%	(80,251) -7%



What happened?

	Jobs
2010 DEED	1,543,263
2010 Framework Forecast	1,816,000
Difference	(272,102) -18%



What's changed since the last plan?

1990-2000

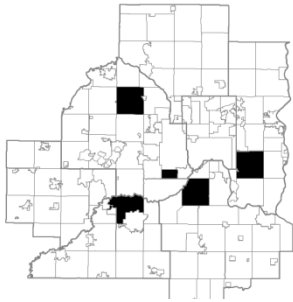
+ 333,000 Jobs

2000-2010

- 64,000 Jobs



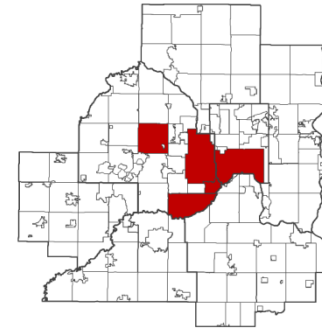
What's changed since the last plan?



Community Job Change 2000-2010

Largest job growth:

Maple Grove:	11,489;	63%
Eagan:	6,566;	15%
Shakopee	4,844;	35%
Richfield:	3,798;	32%
Woodbury:	3,344;	21%



Largest job loss:

Minneapolis:	-27,456;	- 9%
Bloomington:	-18,442;	-18%
St. Paul:	-12,627;	- 7%
Fort Snelling:	-11,962;	-34%
Plymouth:	-7,273;	-14%



Rank: Gross Metro Product

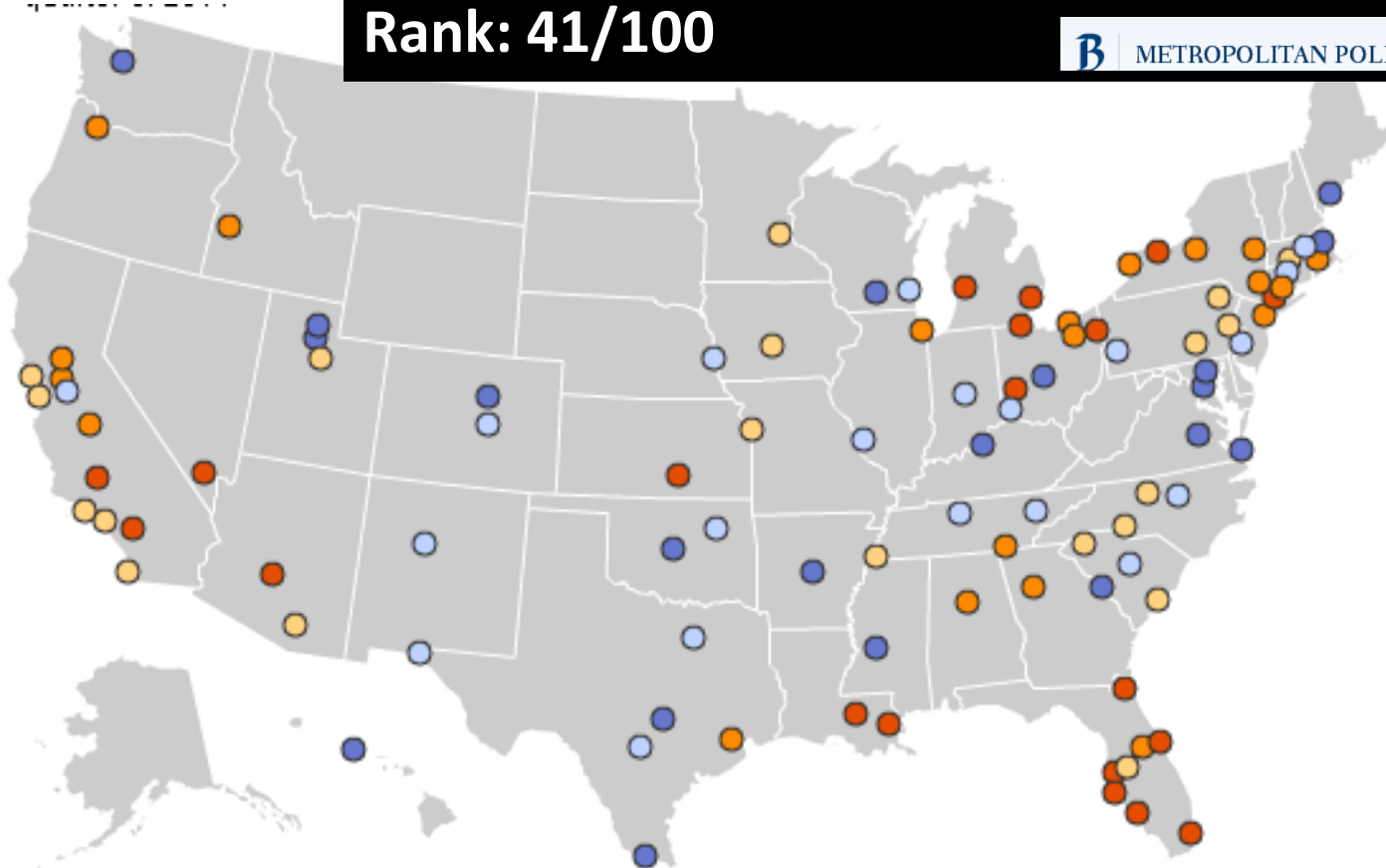
Change from peak GMP to 1st Q 2011

Minneapolis-St. Paul-Bloomington, MN-WI

Change in GMP: 1.4%

Rank: 41/100

B METROPOLITAN POLICY PROGRAM



What's changed since the last plan?

1990-2000

- + 353,000 people
- + 146,000 HH
- + 237,000 persons
of color

2000-2010

- + 207,000 people
- + 96,000 HH
- + 227,000 persons
of color



What's changed since the last plan?

1990-2000

+ 353,000 people
+ 146,000 HH
+ 237,000 persons
of color

2000-2010

+ 207,000 people
+ 96,000 HH
+ 227,000 persons
of color



What else has changed?

1990-2000

+ 2,400 married families with children
+ 67,100 single-person HH

2000-2010

-19,900 married families with children
+ 38,500 single-person HH



What else has changed?

2000

Age

- + 26.4% under 18
- + 64.0% working age, 18-64
- + 9.6% 65 plus

2010

Age

- + 24.6% under 18
- + 64.6% working age, 18-64
- + 10.8% 65 plus

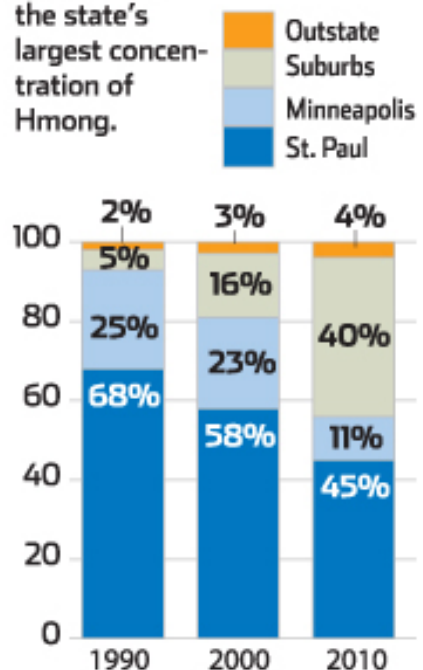




What else has changed?

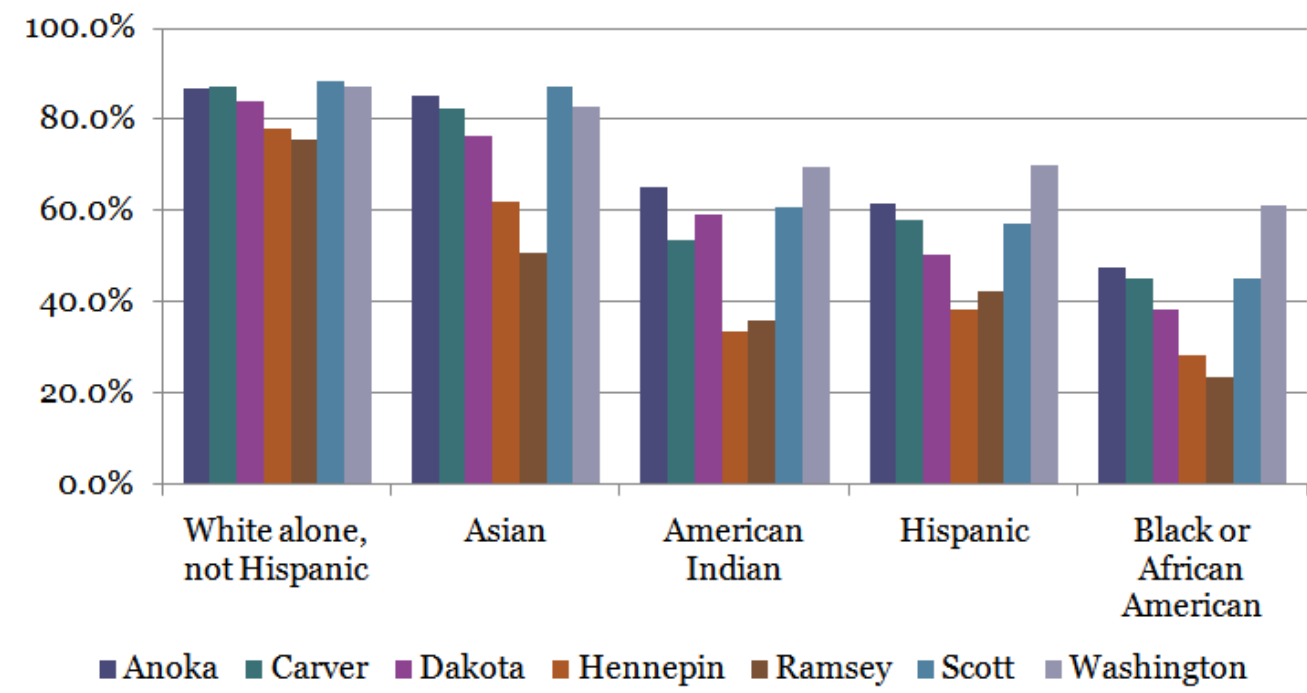
Suburban Hmong

Minnesota's Hmong population has spread beyond St. Paul in the past two decades, but the city still has the state's largest concentration of Hmong.



Source: U.S. Census Bureau
PIONEER PRESS

Homeownership by race/ethnicity





Pressing Issues & Regional Approach

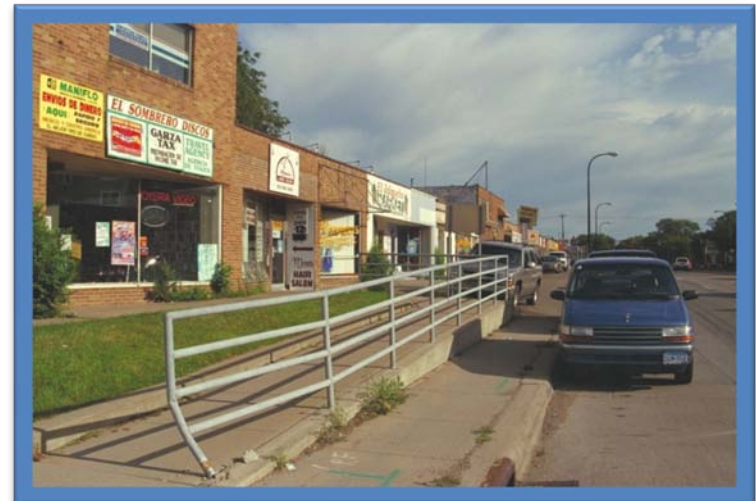
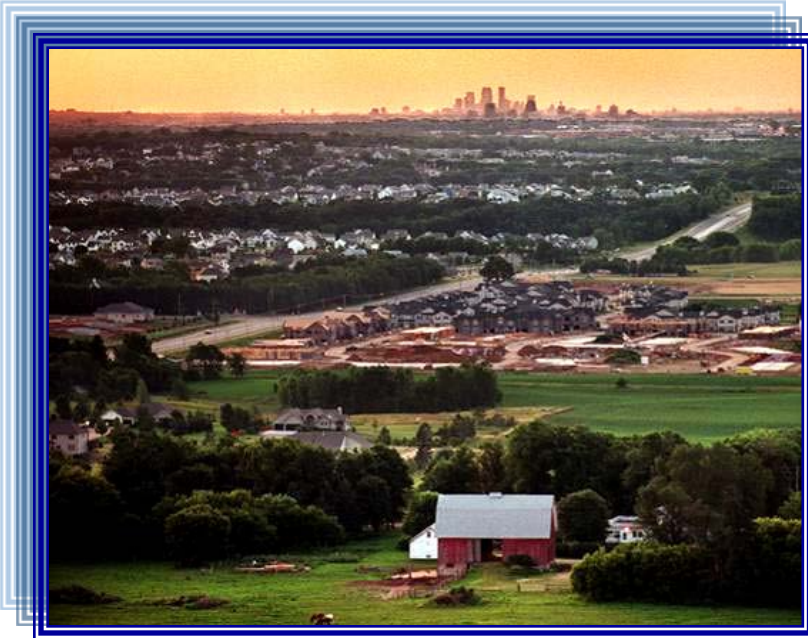
2004

Pressing Issues:

- + Fast growth at the edge; land supply
- + Highway congestion
- + Loss of farmland, natural areas and open space
- + Redevelopment



Pressing Issues & Regional Approach





Pressing Issues & Regional Approach

2004

Regional Approach:

- + Planning framework: centers, focus on growth patterns
- + Major system investment: Sewers; flexibility in local staging
- + Market-based housing production
- + Multi-modal transportation
 - + Natural Resource inventories

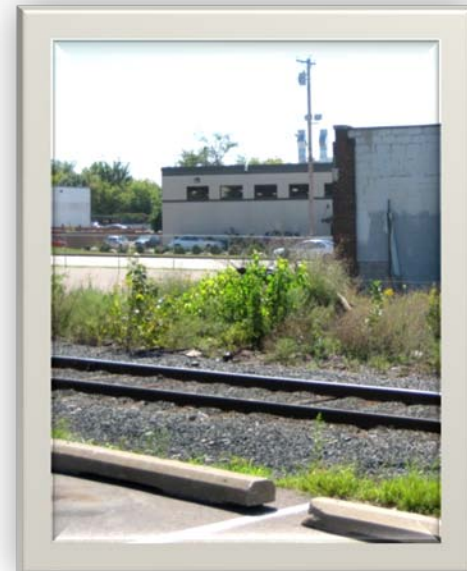
Pressing Issues

2011

Pressing Issues:

- + Economy and loss of jobs
- + Housing foreclosures, affordability
- + Transit funding, infrastructure
- + Water
- + Economic opportunity
- + Changing demographics

Pressing Issues





**What's the roadmap for
going forward?**

The Metropolitan Council shall:

"prepare and adopt...a comprehensive development guide for the metropolitan area...for the **orderly and economical development**, public and private, of the metropolitan area."

"The comprehensive development guide shall recognize and encompass **physical, social, or economic** needs of the metropolitan area."

Minnesota Statutes, section 473.145





Regional Vision guides plans



Vision and
Goals

Regional
Development
Framework

Sustainable
Development
Plan

Sustainable Development Plan

Essential Elements

- Vision and Goals
- Sustainability
- Evaluation and Implementation
- Outreach
- Roles and Responsibilities
 - federal
 - state
 - regional
 - local
 - non-profits/
philanthropic
 - community groups
 - business community

Sustainable Development Plan

Sustainable Development: Concepts and Approach

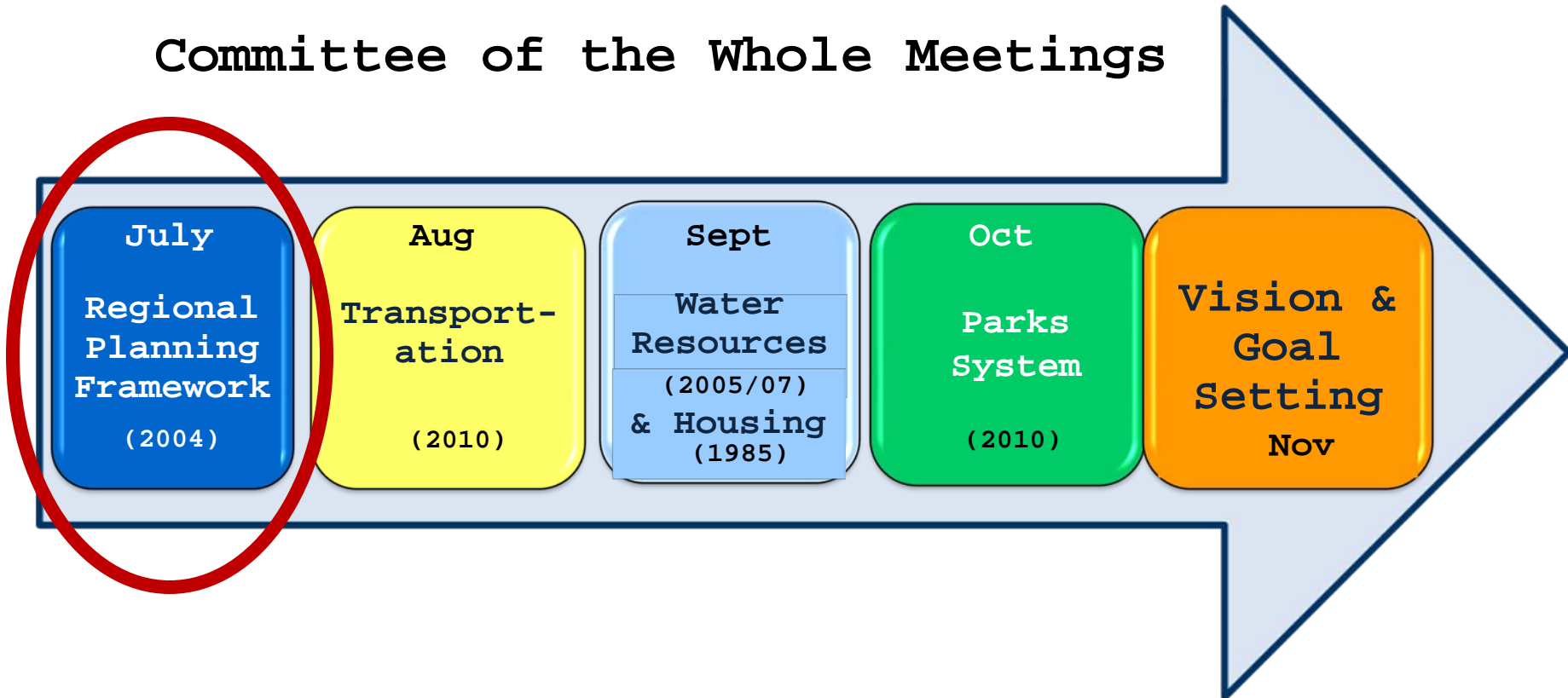
- Corridor-based
- Range of housing types, affordability
- Integrated multi-modal transportation
- "Sustainable Environment"
 - access to greenspace
 - access to jobs
 - access to services
 - assurance of clean water and air



2011 Outcome:

Review existing plans & develop new Vision and Goals

Committee of the Whole Meetings



Forecasts



Metropolitan Area Growth 2000 - 2030

	population	households	employment
2000	2,642,000	1,021,000	1,565,000
2030	3,608,000	1,492,000	2,126,000
Growth	966,000	471,000	561,000



Regional Development Framework

Four Goals

- Working collaboratively with regional partners to **accommodate growth** within the metropolitan area.
- Maximizing the effectiveness and value of **regional services, infrastructure investments and incentives**.
- Enhancing **transportation choices** and improving the ability of Minnesotans to travel safely and efficiently throughout the region.
- Preserving **vital natural areas and resources** for future generations



Regional Development Framework

Four Policies

-  Work with local communities to accommodate growth in a flexible, connected and efficient manner.
-  Plan and invest in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.

Regional Development Framework

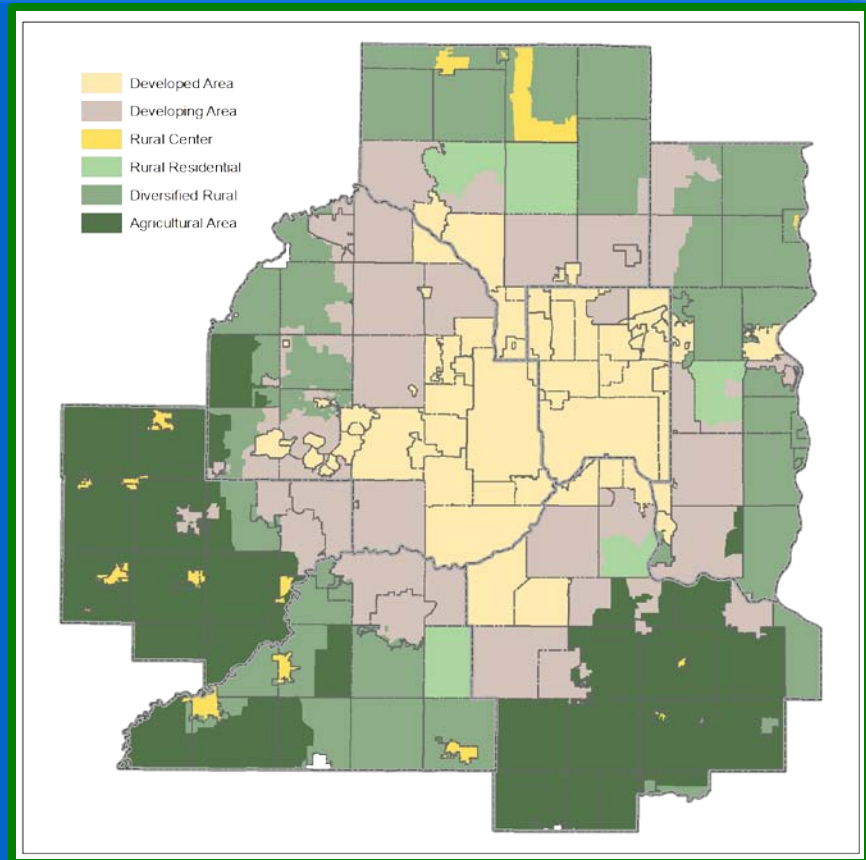
Four Policies (cont.)

-  Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.
-  Work with local and regional partners to reclaim, conserve, protect and enhance the region's vital natural resources.

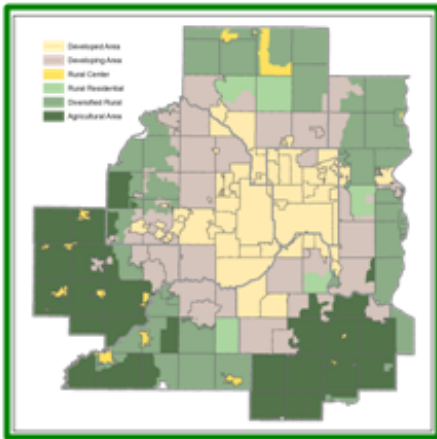
Regional Development Framework

Strategies

Geographic Planning Areas



Strategies



**Metropolitan
Council Role**

**Community
Role**

Each community determines how to implement the strategies with considerable local flexibility.

Implementation



Local Comprehensive Plans

Metropolitan Land Planning Act



Technical Assistance



Metropolitan Significance

Regional Development Framework

Implementation (cont.)



Regional Investments (10 year)

Regional Wastewater system: \$1.15 Billion

Transit: \$1.4 Billion

Regional Highways: \$4.21 Billion

Parks and Open Space: \$135 Million

Airports: \$1.1 Billion



Regional Grants (annual)

TBRA: \$5 Million

LCDA: \$8.2 Million

LHIA: \$1.5 Million

Regional Development Framework

Benchmarks



Accommodating Growth

- 16,000-18,000 new housing units per year
- 92% urban, suburban, town
- 8% rural
- 27.4% Developed Area
- 58.8% Developing Area

Regional Development Framework

Benchmarks



Transportation

- 10 new highway lane miles annually
- 1% growth in highway congestion
- 3% growth in transit service and ridership



Housing Choices/Opportunities

- 50% single-family / 50% attached
- 4,000 new affordable ownership units
- 800 new affordable rental units

Regional Development Framework

Benchmarks



Environment

- Water quality leaving the metro area is as good as the water quality entering the metro area.
- Water resources are adequate to supply future water demands without adverse impacts.
- Maintain federal ambient air quality standards for carbon monoxide, ground-level ozone and fine particulates.



What's next?



August 3: Transportation



September 21: Water Resources and Housing



October 19: Parks and Implementation



November 16: Vision & Goal Setting



Regional Benchmarks Measuring Our Progress

Between 2000 and 2030, the seven-county metropolitan area is projected to grow by nearly one million people. The 2030 *Regional Development Framework*, adopted in 2004, provides a plan for how the Metropolitan Council—in partnership with local communities and others—can guide our region’s growth and shape our future.

The 2030 Regional Development Framework organized the Council’s strategies around four policies:

- 1. Accommodating growth in a flexible, connected and efficient manner.**
- 2. Slowing the growth in traffic congestion and improving mobility.**
- 3. Encouraging expanded choices in housing locations and types.**
- 4. Working to conserve, protect and enhance the region’s vital natural resources.**

Many of the goals and objectives established in the *Regional Development Framework* are ambitious. Our success will hinge on the efforts of not only the Metropolitan Council but also local communities and our other regional partners. They will also require the commitment of additional resources—particularly in the areas of highways and transit—in the coming years.

To measure the progress of our region toward achieving the Framework goals, the Council established a series of benchmarks and directed staff to provide annual updates. This report is the seventh such update.

UPDATED: September 12, 2011

1. Accommodating Growth

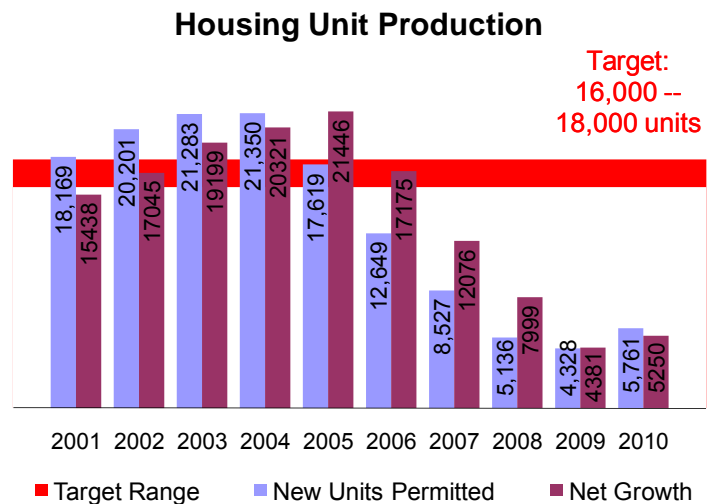
- Housing Construction**

2000 Baseline: 1,047,240 housing units
 2030 Target: 1,537,000 housing units

2010 Actual: 1,186,986 housing units

To house the forecasted population and household growth, the region will need to add nearly 490,000 housing units between 2000 and 2030. The original benchmark anticipated that 18,000 units per year would be necessary in the 2000-10 decade while slowing growth rates by the 2020-2030 decade would make 16,000 units per year sufficient.

In the first half of this decade, housing stock gains surpassed the annual benchmark, reaching a peak with 2004's units permitted and 2005's net growth. Though the slowdown in permitting began in 2005, average net housing production from 2001 to 2006 was nearly 18,500 units per year. Over the last four years, however, average net housing production fell by more than half to 7,448 units per year with 2010 at 5,250 units, just 24 percent of 2005's production. New housing units permitted rose slightly to 5,761 units in 2010, the third lowest in the 40 years the Council has monitored building permits in the region.



On average, 13,502 housing units were added annually over the period, below the long-range goal of 16,000 to 18,000 units. Had housing growth remained at the torrid pace seen earlier in the first half of the decade, the region would have added an additional 33,000 units over the last four years.

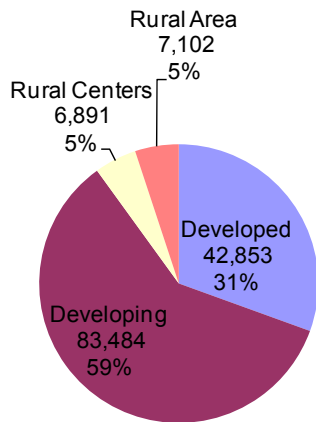
Note: Net growth estimates reflect: estimated completions of the previous year's permitted units; conversions of non-residential structures into housing; units moved in or out of a community; units annexed in and out of a community; housing demolitions; and housing units converted into non-residential structures.

Source: Metropolitan Council Research

• **Location of New Housing**

2030 Targets:

- Developed Area: 133,000 units net growth, 2000-30 (27 percent or 4,400 units per year)
- Developing Area: 285,000 units net growth, 2000-30 (59 percent or 9,500 units per year)
- Rural Centers: 27,000 units of net growth, 2000-30 (6 percent or 900 units per year)
- Remaining Rural Area: no more than 40,000 units net growth, 2000-30 (8 percent or less than 1,300 units per year)

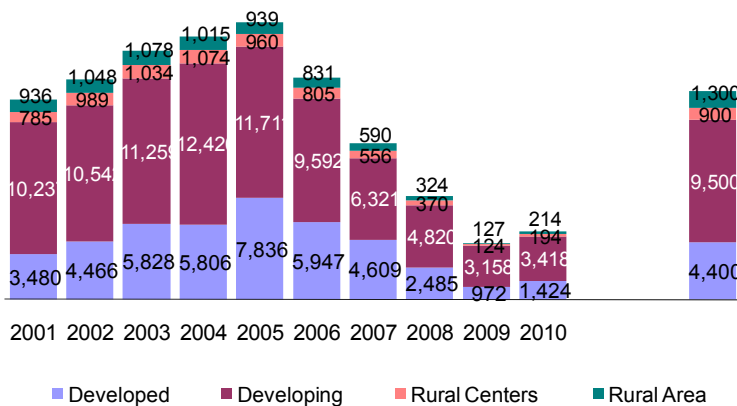


The geographic distribution of housing development from 2000 to 2010 is in line with benchmark expectations: the central cities and developed suburbs accounted for 31 percent of the region's net housing growth; the developing suburbs, 59 percent; the rural centers, 5 percent; and the remaining rural areas, 5 percent. Relative to the growth targets, slightly more of the growth has occurred in the developed area and slightly less in rural areas which represents a more efficient use of regional infrastructure.

2010 Actuals:

- *Developed Area: 42,853 units net growth, 2000-10 (31 percent)*
- *Developing Area: 83,484 units net growth, 2000-10 (59 percent)*
- *Rural Centers: 6,891 units of net growth, 2000-10 (5 percent)*
- *Remaining Rural Area: 7,102 units net growth, 2000-10 (5 percent)*

Housing Unit Net Growth by Location



The amount of development occurring in the developing areas as a percentage of the region's total growth has increased over the last several years. In 2001, 67 percent of the growth was in the developing areas. This decreased to 54 percent in 2007, but increased to 65 percent in 2010, which is above the 59 percent desired in the growth targets.

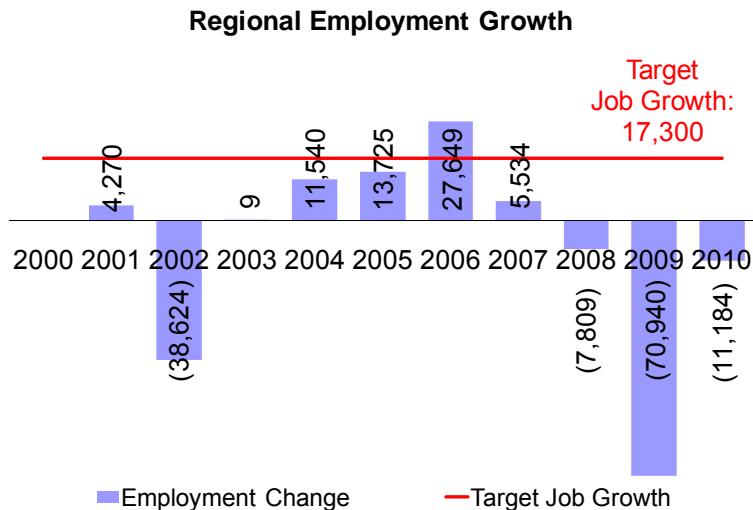
Source: Metropolitan Council Research

- Regional Employment Growth**

2000 Baseline: 1,607,916 jobs
 2030 Target: 2,126,000 jobs or, on average, 17,300 jobs added per year

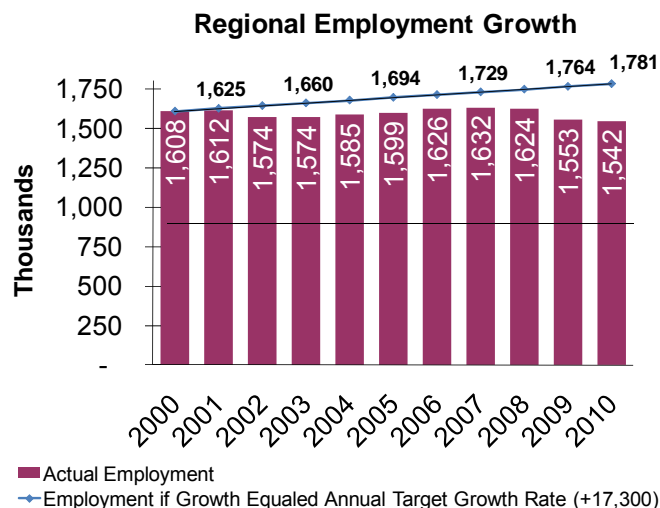
 2010 Actual: 1,542,000 jobs or, on average, -6,600 jobs lost per year

Two recessions over the last decade dragged regional employment trends below the benchmark growth rate. The 2030 employment forecasts ventured an increase of 518,000 jobs between 2000 and 2030. To meet this forecasted growth, regional employment must grow an annual average of 17,300 jobs from 2000 to 2030. So far, from 2000 to 2010, regional employment has shrunk by an average of 6,600 jobs per year. Most of these job losses



followed the Great Recession (2007-08); however, the 2001 recession and its subsequent jobless recovery also dampened annual job growth rates. Even before the Great Recession, regional employment grew at an annual rate of 3,400 jobs from 2000-2007 (20% of the annual benchmark rate).

Relative to the largest metropolitan areas, Twin Cities' job growth over the last decade fell within the bottom half. The Minneapolis-St. Paul Metropolitan Statistical Area (MSA) ranked 18th among the 25 largest U.S. metropolitan areas on job growth from 2000 to 2010. Minneapolis-St. Paul MSA job growth during this period was more typical when compared with the largest metropolitan areas in the Midwest and Northeast—the Twin Cities ranked 5th among the largest Midwestern and Northeastern metropolitan areas.



Sources: Quarterly Census of Employment and Wages, Minnesota Department of Employment and Economic Development; Current Employment Statistics, Bureau of Labor Statistics, U.S. Department of Labor.

- Employment Distribution – 2030 Net Growth**

2000-30 Target:

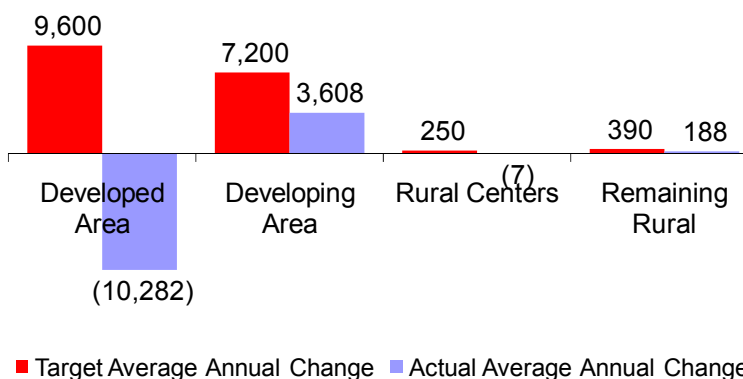
Developed Area:	286,561 jobs (55 percent or 9,600 jobs per year)
Developing Area:	215,712 jobs (41 percent or 7,200 jobs per year)
Rural Growth Centers:	7,443 jobs (1 percent or 250 jobs per year)
Remaining Rural Area:	11,579 jobs (2 percent or 390 jobs per year)

2000-10 Actual:

Developed Area:	-102,815 jobs (-10,282 jobs per year)
Developing Area:	36,078 jobs (3,608 jobs per year)
Rural Growth Centers:	-69 jobs (-7 jobs per year)
Remaining Rural Area:	1,876 jobs (188 jobs per year)

The Great Recession deflated employment growth in communities across various development stages, from the central cities to suburbs and rural areas. Both of the last decade's recessions hit the region's developed core hardest. The developed areas—i.e., Minneapolis, St. Paul, and surrounding fully developed suburbs—suffered considerable job losses during the 2001 recession, and never regained 2000-level employment before the Great Recession hit in 2007.

With an annual average loss of over 10,300 total jobs, the developed area lags far behind its benchmark growth rate of 9,600 jobs per year. While the developing area as a whole experienced continuous job growth from 2000 to 2008, its employment began to fall in 2006. The developed communities are currently at 50 percent of their annual benchmark job growth rate of 7,200 jobs per year. Rural area employment levels advanced more moderately from 2000 to 2008, and suffered more modest job losses between 2008 and 2010. The annual average growth in rural areas is more in line with the growth forecasted for these areas.

Regional Distribution of Employment Growth, 2000-2010


Note: While the Metropolitan Council adjusted the designations of eight communities from Developing to Developed with the 2008 Comprehensive Plan Updates, this analysis used the prior categorization to maintain continuity.

Source: Metropolitan Council Research analysis of Quarterly Census of Employment and Wages, Minnesota Department of Employment and Economic Development.

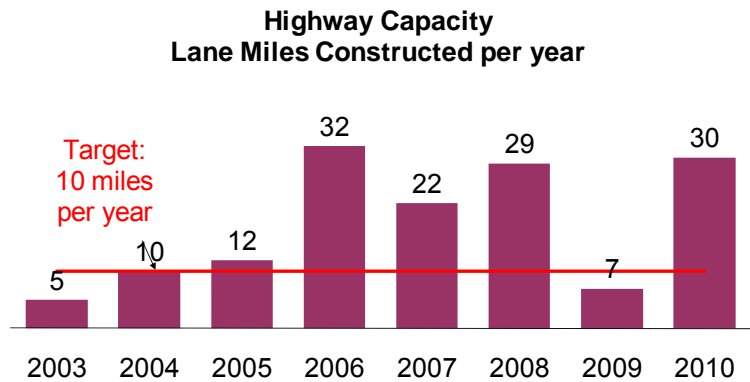
2. Improving Transportation

- Highway Capacity**

2000 Baseline: 1,485 lane-miles of freeway
 2030 Trend Line: 300 additional lane-miles of freeway
 2030 Target: 1,786 lane miles of freeway

Almost 30 additional lane-miles were added to the system in 2010. I-35W added 17.08 lane miles; Highway 62 added 7.95 lane miles; and I-494 added 4.69 lane miles.

Lane-miles added has averaged 18.4 annually over the measurement period—84 percent above the long-term target of 10 miles per year.



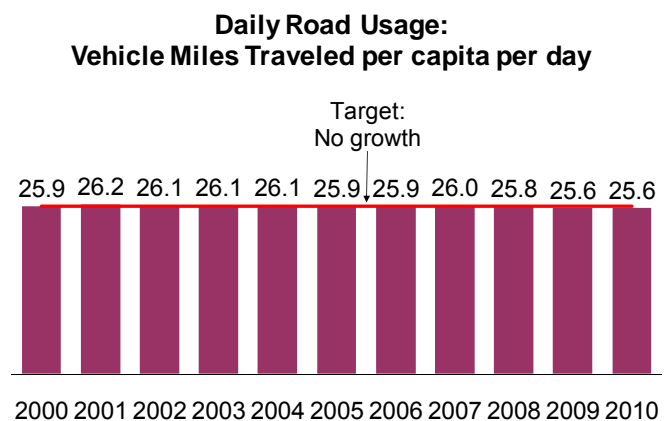
Source: Minnesota Department of Transportation

- Daily Roadway Usage**

2000 Baseline: 25.9 vehicle miles per capita
 2030 Target: 25.9 vehicle miles per capita

2010 Actual: 25.6 vehicle miles per capita

Vehicle miles traveled (VMT) tracks the total amount of travel on the region's roadways. Since the first travel behavior survey in 1949, both the average number of trips taken daily by each individual and the average length of trips have grown. As a result, the amount of travel on the region's roadways has grown substantially faster than population. However, with higher gasoline prices, increased environmental awareness and high unemployment continuing through 2010, these trends seem to be stabilizing. Daily travel per capita in 2010 was the same (25.6 miles) on average as 2009, the lowest level since the Council started monitoring this indicator.



Source: Minnesota Department of Transportation

- **Roadway Congestion**

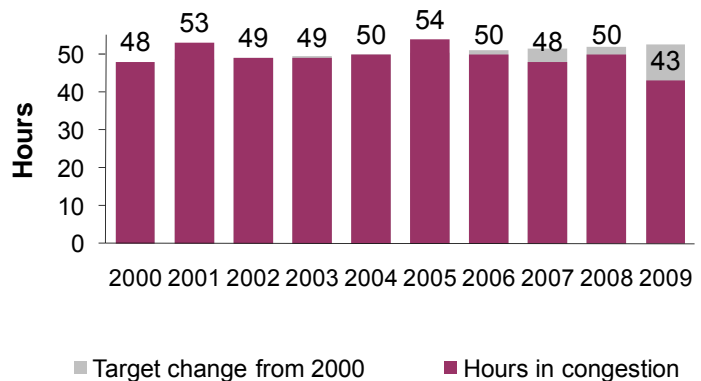
2000 Baseline: 48 hours per peak-hour traveler spent in congestion per year
 2030 Target: 64 hours
 Annual Indicator: No more than 1 percent growth per year

2009 Actual: 43 hours

The goal is to keep the increase in delay below 1 percent a year. The estimated time a peak-hour traveler spent in congestion was at least equal or higher than the 2000 baseline until 2009. Throughout this time series, the number of hours per peak-hour traveler spent in congestion has been near the baseline of 48 hours, with only two years above 50 hours, suggesting relative stability in this measure.

Overall regional performance continues to be well below the target of increasing no more than 1 percent growth per year. 2009's low figure reflects that year's high unemployment rate. Looking ahead, the continued economic slump is likely to keep congestion low through 2011. 2010 data will be available later in 2011.

Roadway Congestion



Note: The Texas Transportation Institute updated their historical time series with their 2009 data release. Their previous time series had a 2000 value of 41 hours, serving as a baseline for a 2030 target of 55 hours. This Benchmarks update incorporates the new methodology and increases the 2030 target to 64 hours, maintaining a constant increase from the previous methodology.

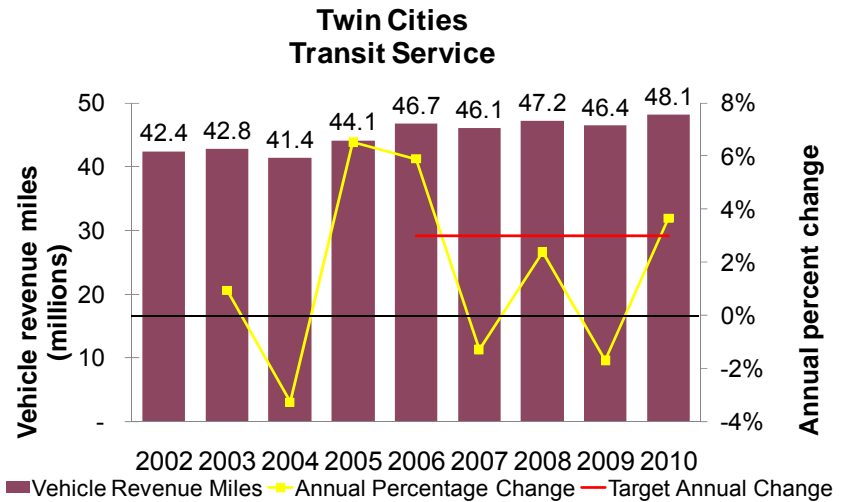
Source: Texas Transportation Institute, 2010 Urban Mobility Study

- **Transit Service**

2002 Baseline: 42.4 million vehicle revenue miles per year
 2030 Trend Line: 42 million vehicle revenue miles (assuming no growth)
 2030 Target: 89 million vehicle revenue miles

2010 Actual: 48.1 million vehicle revenue miles

Since the 2002 baseline, service has expanded by 13.4 percent with 2010 the highest service year over the measurement period at 48.1 million vehicle revenue miles. The growth from 2009 to 2010 resulted primarily from the addition of Northstar commuter rail service, restructuring of the Council's general public dial-a-ride program, and an increase in demand for Metro Mobility services.



The target since 2006 is 3 percent annual growth. Stable 3 percent annual growth from 2006 through 2010 would represent 52.5 million vehicle revenue miles, about 4 million miles above the 2010 actual.

Note: This is a system-wide measure, including Metro Transit, Metro Mobility, contracted services, suburban transit providers, intercampus service at the University of Minnesota, and the vanpool program.

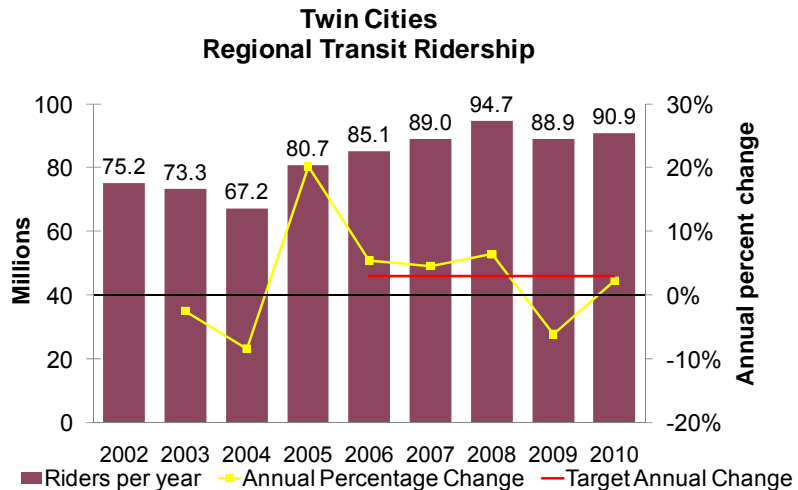
Source: Metro Transit and Metropolitan Transportation Services, Metropolitan Council.

- Transit Ridership**

2003 Baseline: 73.3 million riders per year
 2030 Trend Line: 73.3 million riders (assuming no growth)
 2030 Target: 147 million riders

2010 Actual: 90.9 million riders

Regional transit ridership has grown over 21 percent since 2002 with the 2004 addition of University of Minnesota service to the regional public transit system (about 3.5 million riders) and overall expansion. Annual growth had been above the target of building ridership 3 percent annually since 2006 until 2009 when high unemployment led to a 6 percent drop in ridership. Upwardly trending gasoline prices, an improved economy, and ridership to Twins games at the newly-opened Target Field in 2010 helped transit ridership grow 2 percent over 2009.



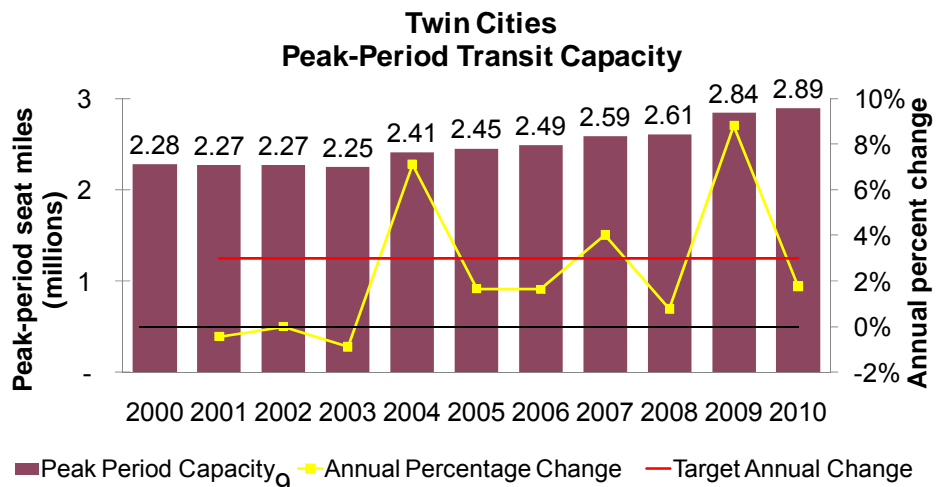
Source: Metro Transit and Metropolitan Transportation Services, Metropolitan Council.

- Peak Period Transit Capacity**

2000 Baseline: 2.28 million peak-period seat miles
 2030 Trend Line: 2.28 million peak-period seat miles (assuming no growth)
 2030 Target: 4.56 million peak-period seat miles

2010 Actual: 2.89 million peak-period seat miles

The goal is to increase peak-period transit capacity by 3 percent annually, beginning in 2006, and ultimately double peak-period transit capacity by 2030. Peak seat miles increased from 2.84 million in December 2009 to 2.89 million in December 2010. This



increase was the result of incremental growth in core local and express service to meet growing ridership, introduction of service to new park and rides in Eagan and Maple Grove, expansion of park and ride service in Shakopee and new service in the Rush Line corridor between Forest Lake and downtown Saint Paul. Metro Transit began use of three-car trains on the Hiawatha Line, increasing peak seat miles but decreasing overall service hours.

Source: Metro Transit and Metropolitan Transportation Services, Metropolitan Council.

- **Minneapolis-St. Paul International Airport Runway Congestion**

2002 Baseline: 7.1 minutes average annual aircraft delay

2030 Trend Line: 9.8 minutes

2030 Target: 7.1 minutes

2010 Actual: 5.1 minutes

The 2010 average annual delay per aircraft operation was 5.1 minutes, down 0.5 minutes from 2009. In 2010, the Minneapolis-St. Paul International Airport (MSP) served 32 million passengers, 15th highest among airports in North America.

Aircraft activity at the airport edged up by 0.02 percent from 2009 to 437,075 landings and takeoffs in 2010 to be the 12th busiest airfield in the United States. This is the first year that

operations have increased since 2004. After years of a depressed global economy and high fuel costs, operations increased in 2010 as a result of expanded air freight, general aviation and military operations. Operations are forecast to be flat with a gradual increase in the next five years. Delta completed its merger with Northwest Airlines on January 31, 2010 and reduced the integrated flight schedule through 2010.

Delay levels at the Minneapolis-St. Paul International Airport this year are likely to remain close to 2010 levels, but aviation forecasts indicate about a 40 percent increase in aircraft operations by 2030. New runway capacity was not included in the recently approved MSP 2030 development plan, but future delay is to be addressed through application of the Federal Aviation Administration's NextGen aircraft and airspace management program.

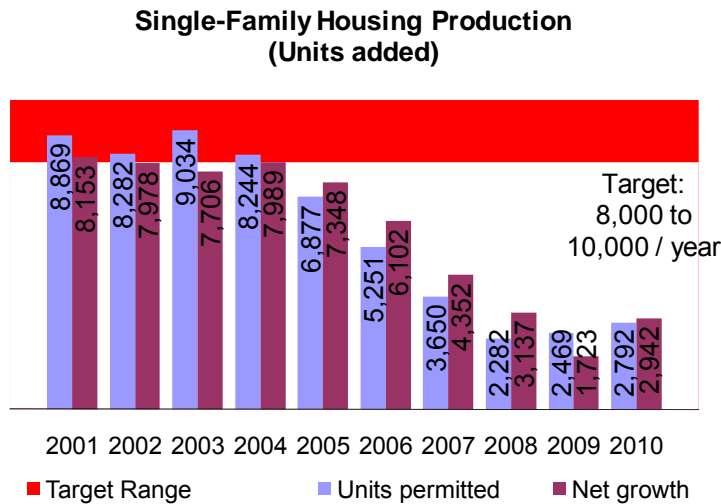
Source: Federal Aviation Administration and Metropolitan Airports Commission.



3. Housing Choices

- Single Family Housing Units**

2030 Growth Target: 242,500 units added
 2000-10 Actual: 57,430 units added



The target for single-family detached housing production acknowledges that roughly half of the overall housing unit target of 16,000 to 18,000 units per year is likely to be single-family detached housing. For context, 58 percent of the existing housing stock is single-family detached, so the goal recognizes that demand for attached housing is increasing relative to historic norms.

2010 marked a new high in the share of net growth in single-family housing, with 56 percent of the total growth. Since 2001, 41 percent of

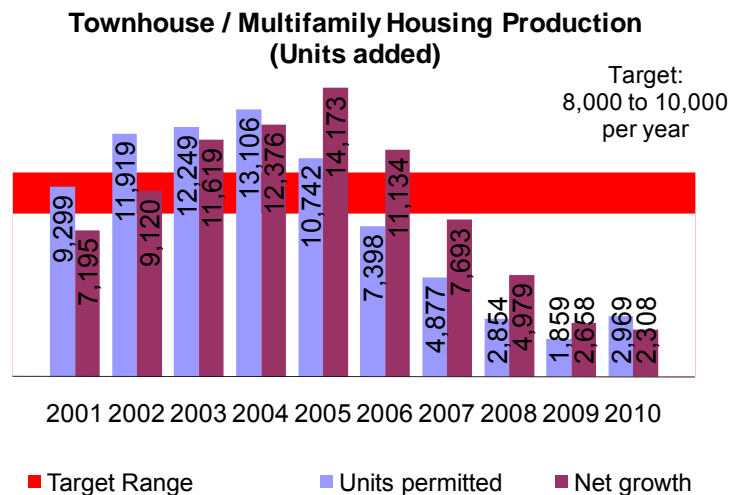
the net growth in housing has been single-family detached, varying from a high of 56 percent in 2010 to a low of 34 percent in 2005—a peak of attached housing construction.

Source: Metropolitan Council Research.

- Townhouse/Multifamily units**

2030 Growth Target: 242,500 units added
 2000-10 Actual: 83,255 units added

The target of 8,000-10,000 new townhouse/multifamily housing permits per year, on average, reflects the objective of providing the region's residents with a range of life-cycle and affordable housing options. An evolving demographic mix and emerging generational preferences have led to significant construction of attached units, peaking at over 14,000 added in 2005 and representing two-thirds of net growth in housing units. While



townhouse and attached housing growth remains at 59 percent of overall housing growth since 2001, it was only 44 percent in 2010, indicating a continued reversal of this decade's trend of significant attached housing construction.

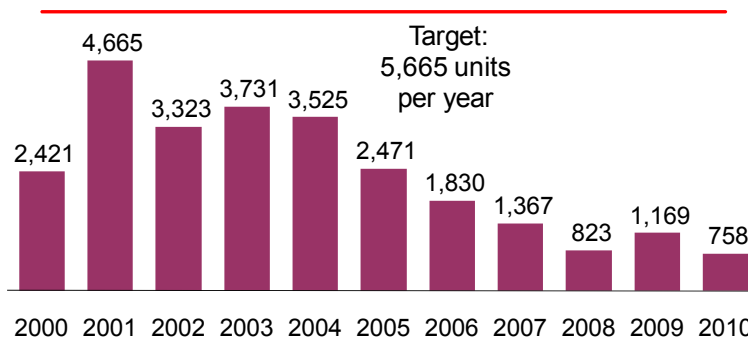
Source: Metropolitan Council Research,

- Affordable Housing – 2010 Needs**

Affordable Owner Target: 84,981 units added 1996-2010
 Affordable Renter Target: 15,840 units added 1996-2010

Affordable Owner Actual: 40,168 units added 1996-2010
Affordable Renter Actual: 11,873 units added 1996-2010

**Affordable Owner-Occupied Housing
 Units Added Per Year**



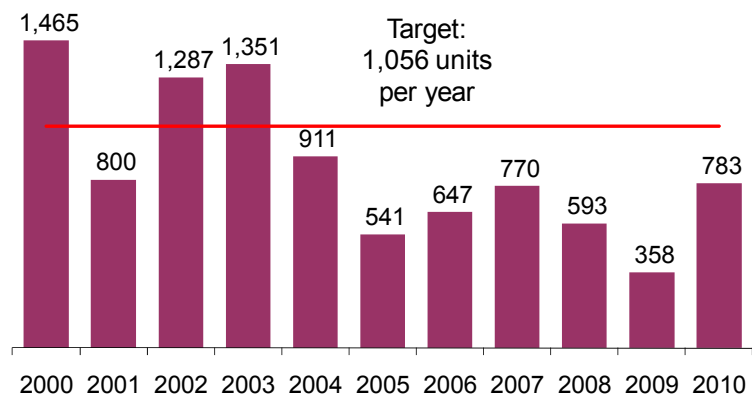
The production of affordable owner-occupied housing has fallen far short of the goals set for the fifteen-year period of 1996 to 2010. Looking just at the units built in the last decade, an era of overall intense housing production, average annual production of affordable owner-occupied housing, 2,371 units, has been less than half (42 percent) of the target of 5,665 units per year.

Housing costs are considered affordable if they consume no more than 30 percent of household

income. For the 1996 to 2010 period, the Council defined annual affordability thresholds based on the housing budget of households earning 80 percent of the area median family income for owner-occupied housing and 50 percent of median for rental housing.

From 1996-2010, the region fell short of its goal of nearly 85,000 owner-occupied affordable units by almost 45,000 units, adding only 40,168 units.

**Affordable Rental Housing
 Units Added Per Year**



Similarly, the production of affordable rental housing has fallen short of the goals set for the fifteen-year period of 1996 to 2010 though far less than for owner-occupied housing. Looking just at the units built in the last decade, an era of overall intense housing production, average annual

production of affordable rental housing, 864 units, has been almost 82 percent of the target of 1,056 units per year.

From 1996-2010, the region fell short of its targeted goal of nearly 16,000 affordable rental units by almost 4,000 units, adding only 11,873 units.

Housing costs are considered affordable if they consume no more than 30 percent of household income. For the 1996 to 2010 period, the Council defined annual affordability thresholds based on the housing budget of households earning 80 percent of the area median family income for owner-occupied housing and 50 percent of median for rental housing.

Source: Metropolitan Council Research

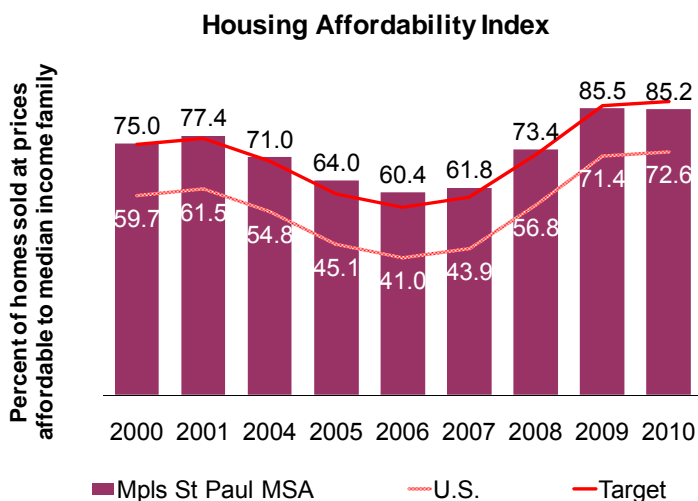
- Housing Affordability: Homes sold at prices affordable to median income family**

2000 Baseline:	75.0 percent affordable in metro area (vs. 59.7 percent national average)
2030 Target:	75.0 percent affordable in metro area
2010 Actual:	85.2 percent affordable in metro area
Annual indicator:	Region's housing affordability should remain 15 points ahead of the national average
2010 Actual:	Region's housing affordability 12.6 points ahead of the national average of 72.6

Changes in regional housing affordability generally have followed national trends, but the differences are getting closer according to the National Association of Home Builders / Wells Fargo Housing Opportunity Index. The Index dropped in the middle of this decade as housing prices outpaced income growth. As the housing boom ended and home prices began to fall, the index increased to show a near historic high level of affordability in 2010 for the Minneapolis-St. Paul MSA and a historic high for the U.S. (note that the NAHB did not calculate the index from the 2nd quarter of 2002 through the 3rd quarter of 2003).

The percentage of affordable homes sold in the 13-county Minneapolis-St. Paul area continues to be higher than the national average, but the gap has shrunk steadily from 2006 (19.5 percent difference) to 2010 (12.6 percent difference). The 2010 levels have remained above the overall target that 75 percent of the homes be affordable to the median income, but the region failed to meet the goal of maintaining a 15-point spread between the metro and the U.S. index in both 2009 and 2010.

Source: National Association of Home Builders.



4. Environment

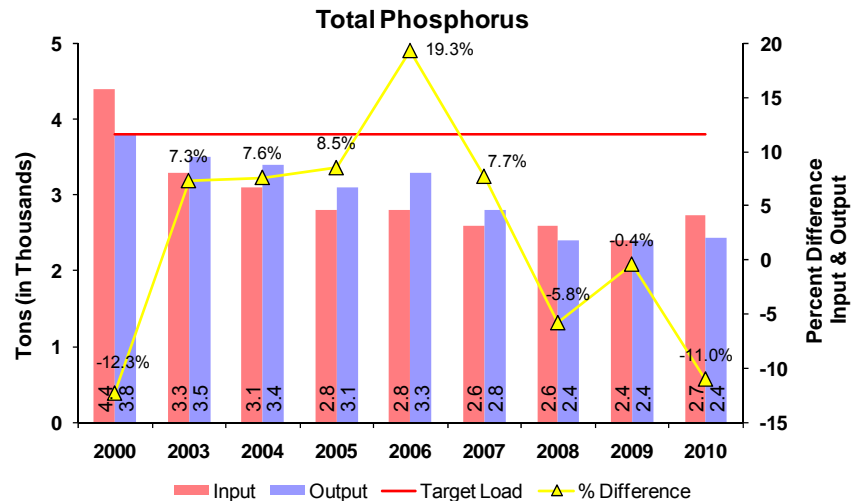
- Water Quality**

Goal: The quality of the water leaving the metro area is as good as the water's quality entering the metro area and in compliance with federal and state regulations.

Baseline and Targets	Total Phosphorus	Total Nitrogen	Total Suspended Solids
2000 Baseline Input (in tons per year)	4,380	80,800	1,320,000
2000 Baseline Output (in tons per year)	3,840	80,900	956,000
2000 Baseline Difference (in tons per year)	-540 (-12 percent)	100 (0 percent)	-364,000 (-28 percent)
2030 Target	Output is no more than in 2000 and output-input difference is held to 0.		

Due to the Twin Cities' location at the northern end of the Mississippi River, Metropolitan Council wastewater treatment plants must meet stringent Environmental Protection Agency (EPA) operating standards. The Council's treatment plants continue to have a near-perfect compliance record, while maintaining rates that are lower than the average for similar-sized sanitary districts.

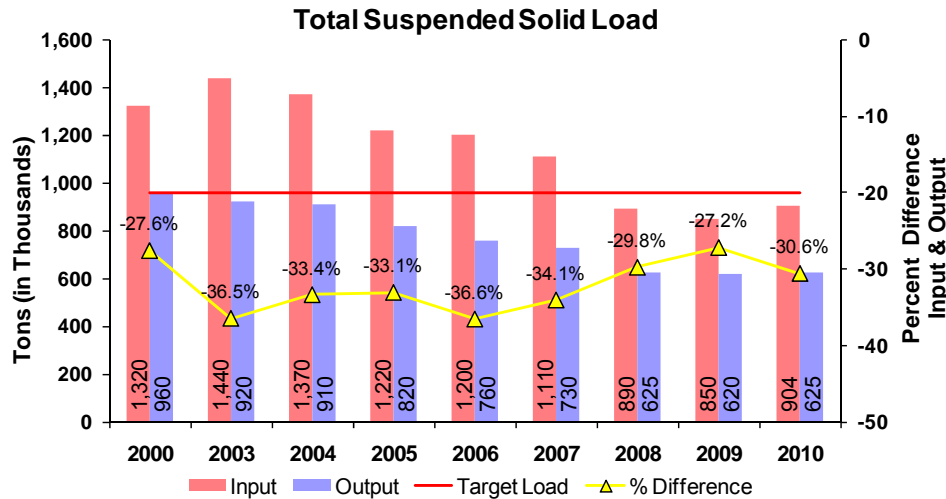
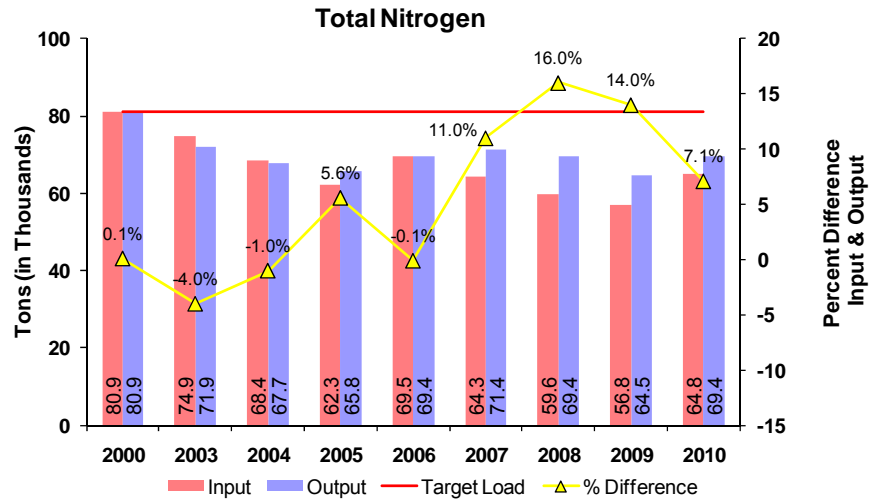
Wastewater treatment plants in the region and regulations on industrial wastewater are succeeding at removing pollution from the wastewater stream. However, water quality is also affected by nonpoint pollution sources (both urban and agricultural) and year-to-year climate variations.



The indicators for phosphorus, nitrogen, and suspended solids are determined by taking the sum of the loads from the Minnesota River at Jordan, the Rum River in Anoka, the Mississippi River in Anoka, and the St. Croix River in Stillwater, and comparing them to the load at the Mississippi River near Red Wing. Optimally, the difference between the output and input mass would be zero or less. However, there is a statistical uncertainty of about ± 10 percent on both the input and output mass, and pollutant loading varies from year to year. Use of a 10-year median as an indicator helps to minimize, though not eliminate, variability from annual climate differences and other natural sources.

The output levels of the studied pollutants, with the exception of nitrogen, remained stable in 2010 and improved compared to 2000. Some variability from year to year is expected due to weather conditions and sampling error. Despite variability, the general trend for phosphorus and suspended solids over 2000-10 has been downward (improving).

The output level of nitrogen remains higher than the input level, although both are significantly lower compared to 2000.



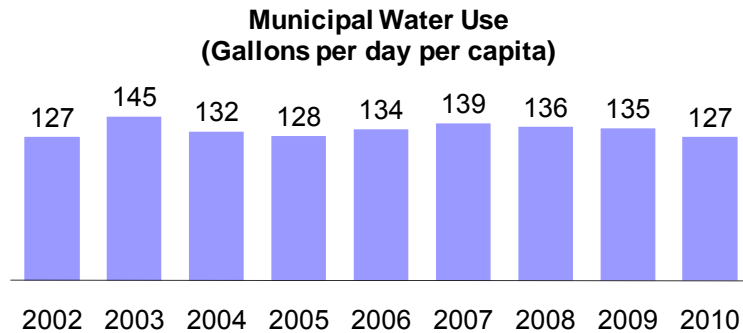
Source: Metropolitan Council Environmental Services.

- Water Supply**

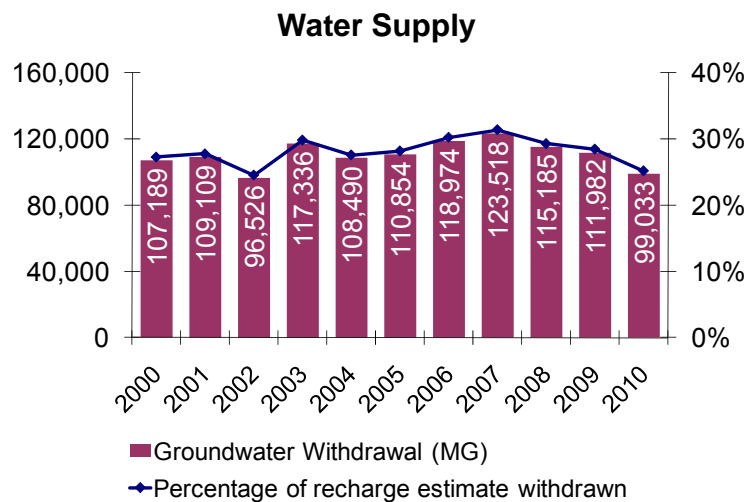
Goal: To ensure the metropolitan area's water resources are adequate to supply future water demands without adverse impacts.

Baseline Input: The Master Water Supply Plan projects future water use based on past water use and identifies water supply sources available to each community.

Rainfall in 2010 was above normal for the first time in four years. However, low precipitation during the summer months still resulted in relatively high demand for outdoor watering and an overall municipal water use of 127 gallons per day per capita.



Another measure of water availability is a comparison of groundwater recharge to groundwater withdrawals. In 2010, approximately 99,033 million gallons of groundwater were withdrawn from aquifers in the region. This is approximately 25 percent of the estimated annual groundwater recharge. This measure does not consider the local impact of withdrawals or needs for groundwater discharge to surface water features, nor does it consider that much of the water being withdrawn recharged decades earlier, but it does give a general sense of how much of the annual input is being used.



Source: Metropolitan Council analysis of data from Minnesota Department of Natural Resources, Metropolitan Council.

- Air Quality – Pollutants**

Goal:	Maintain federal ambient air quality standards for carbon monoxide, ground-level ozone and fine particulates.
2002 Baseline:	Zero violations
2030 Target:	Zero violations
2003-2009:	Zero violations
2010:	Two violations

The pollutant of greatest concern at the time of the adoption of the Framework was carbon monoxide (CO). Although maintenance of attainment status in the region is still a priority, today's greatest threat to attainment of National Ambient Air Quality Standards (NAAQS) is fine particulate matter (PM2.5). The federal standard for fine particulate matter is that the 98th percentile of the 24-hour PM2.5 concentrations in a year, averaged over three years, needs to be less than 35 µg/m3. This standard was violated at two monitors in the region in the 2008-2010 reporting period.

Source: Minnesota Pollution Control Agency.

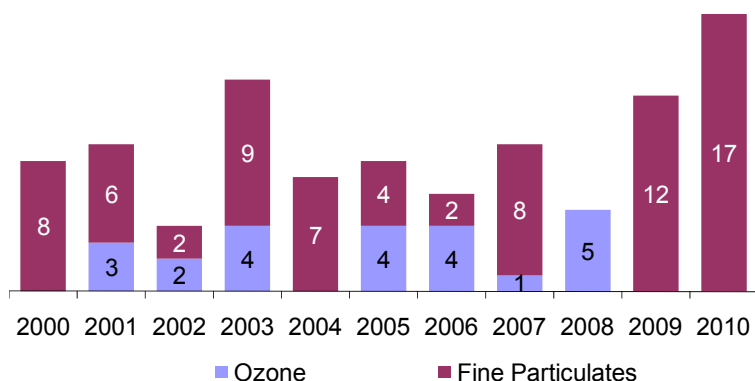
- Air Quality Index**

Number of days that air quality was above 100 (unhealthy for sensitive groups)

In planning for improvements to the transportation system, Metropolitan Council conforms to 1990 Clean Air Act Amendments for attaining federal air quality standards. Prior to 1999, the region was classified as not in attainment for carbon monoxide.

An area can be in compliance with federal air quality standards and yet have some days when its air quality is rated "unhealthy" by the EPA's uniform index. Repeated alert days for a pollutant may be an indicator of a rising risk. Hot summers provide conditions for higher ozone levels and more alert days.

Air Quality Index
 (Days air categorized as unhealthy for sensitive groups)



In 2010, there were seventeen air quality alerts for fine particulate matter. No alerts were issued for ozone.

The region has had fine particulate levels near the federal standard for some time. The Minnesota Pollution Control Agency attributes the violation in 2008-10 and the unusually high number of air quality alters related to fine particulates in 2009 and 2010 to meteorological conditions caused by a strong El Niño from November 2009 through March 2010.

Source: Minnesota Pollution Control Agency.

Preliminary Response

Metropolitan Council Preliminary 2040 Forecasts

Statement of Purpose

The purpose of this document is to provide a preliminary response to the Metropolitan Council Preliminary 2040 Forecasts.

Background

Every ten (10) years, following the completion of a U.S. Census, the Metropolitan Council updates regional plans and growth forecasts. The Regional Development Framework, also known as Thrive MSP 2040, is the comprehensive land use guide for the 7-county metropolitan area. This is the framework in which the City must develop its Comprehensive Plan from. The Comprehensive Plan is a 20-year planning document that guides future land use and development.

Assumptions

The Preliminary Forecasts for Ramsey are as follows:

Forecast Type	Year (2040)
Households	12,500
Population	28,400
Employment	7,000

General Assumptions:

- The Metropolitan Council will honor existing total capacity forecasts (Households = 15,900; Population = 42,500; Employment = 12,500)
- These are forecasted growth for planning purposes; not benchmarks in which communities must meet
- If actual growth rate appears to be exceeding forecasted amounts, the City has the ability to request a Comprehensive Plan Amendment
- If the City desires to amend the Future Land Use Map in a way that increases the total capacity of the forecasts, the City has the ability to request a Comprehensive Plan Amendment.

Two major topics will need to be addressed as it relates to future growth forecasts:

1. Transportation Capacity and Congestion
2. Water Supply Capacity

Each of these topics will be discussed in more detail below.

Preliminary Response

Based on previous policy statements and review, the City of Ramsey generally appreciates the more conservative approach to growth forecasts. This is a considerable reduction in the timing in which Ramsey is forecasted to grow.

Project Webpage

www.cityoframsey.com/comprehensiveplan

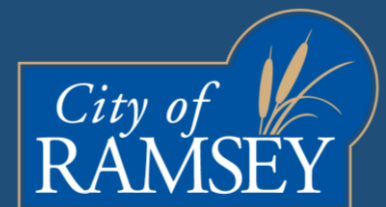
Project Contact

Tim Gladhill

Development Services Manager

763-576-4308

tgladhill@cityoframsey.com



In 2012, the City used an average growth rate of 260 households per year. This was a general assumption for planning purposes, but was an update of the assumptions used in the 2030 Comprehensive Plan. The City acknowledges that growth is not linear, and that future growth is a result of a number of assumptions.

Based on a number of market factors, the City believes that the actual average growth rate is likely somewhere between the City's 2012 forecast assumptions (not adopted as part of the Comprehensive Plan) and the Metropolitan Council's Preliminary Forecasts. For illustrative purposes, we are using an assumption of 200 households per year to arrive at a recommended forecast amount (still lower than current 2030 forecasts):

Forecast Type	Year (2040)
Households	13,500
Population	30,500
Employment	7,000

Major Growth Factors

In addition to a number of factors, Ramsey has identified two (2) major growth factors as it relates to this stage of review; 1) Transportation Capacity and; 2) Water Supply Capacity.

Regardless of future growth forecasts, Ramsey finds that it is important to address the regional transportation issues in Ramsey, most notably Highway 10. This system is already operating at Level of Service F. Any comment in support of reduced forecasts is not a reflection that any focus on Highway 10 and Highway 47 improvements should be lost.

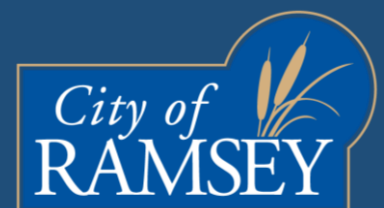
For some time, Ramsey has been studying an alternative water supply (surface water from the Mississippi River) to address depleting ground water supply. This is not only a benefit to the City, but to the region. Ramsey does not believe this issue should be solved at the local level. Ramsey appreciates the Metropolitan Council's support in addressing this issue on a regional level.

Next Steps

Ramsey will be considering a public process to reach out to its residents in advance of the Official Comment Period. We appreciate this opportunity to comment early in the process and be part of the development of the forecasts.

These comments are simply preliminary. The City of Ramsey needs more time to review the assumptions and methodology to better understand the impacts to Ramsey.

City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303
763-427-1410
www.cityoframsey.com



Meeting Date: 10/29/2013

Information

Title:

PLANNING COMMISSION AND ECONOMIC DEVELOPMENT AUTHORITY (EDA): Review Status and Schedule of Small Area Land Use Planning Projects

- 15153 Nowthen Boulevard NW (Former Municipal Center/Current Fire Station #2)
- 167th Avenue Node at Saint Francis Boulevard NW (Trunk Highway #47)
- Armstrong West (Future Business Park/Retail Area)

(Anticipated Start Time = 9:00 p.m.)

Purpose/Background:

The purpose of this case is to update the City Council, Planning Commission, and Economic Development Authority (EDA) as to the schedule and update on the projects noted above. Detailed analysis of each is included in the attached Project Summaries.

15153 Nowthen Boulevard: Former Municipal Center/Current Fire Station #2

The City is reviewing acceptable land uses for the former municipal center, which was vacated in 2006 as the municipal center. The site still currently operates as Fire Station #2.

The City is considering two general development scenarios for the Subject Property: data center and single family residential. The City completed a feasibility study on said development scenarios in February 2013 (which included site concept maps); and, a public open house in April 2013. At that time, the City Council directed Staff to open a public process and study group. The intent of this case is to update the group as to the status of that direction. ***Please see the attached Project Summary for more information.***

167th Avenue Node at Saint Francis Boulevard

For a number of years, the City has been asked to respond to a number of land use and zoning amendment questions related to this retail node. The area is currently experiencing a high vacancy rate and deteriorating building conditions. NOTE: a recent sale has recently occurred on the former grocery store building. Although an end-user has not been identified, the new owner is making upgrades to make the site presentable for perspective tenants.

The Planning Commission and EDA have been collaborating on a Statement of Goals as well as a Public Process to reach out to impacted stakeholders and neighbors. The intent of the Statement of Goals is assist Staff in responding to the City's policy position as it relates to the area.

The public process was held on September 26, 2013. The purpose of this topic report is to briefly update the group as to the findings of that process and review future project schedules. ***Attached to this case is a Project Summary for more detailed information.***

Armstrong West

In 2012, the Ramsey Economic Development Authority (EDA) and City Council identified a shortage existed in property available for development by businesses in Ramsey (outside of The COR). As a result, the Ramsey EDA and Council identified securing a future "Business Park" location as a strategic priority in early 2013. Through preliminary analysis, the EDA has been focusing on the area west of Armstrong Boulevard and north of Highway 10.

The purpose of this case is to review the proposed public input process and review the upcoming project schedule. *Please see the attached Project Summary for detailed information.*

Timeframe:

Please see the attached Schedule of Activities for detail timeframes for each project.

Funding Source:

The small area planning activities are being handled as part of normal Staff duties.

Responsible Party(ies):

The responsible parties for the small area plans are the Community Development Department (Development Services Manager) and Administrative Services (Assistant to the City Administrator).

Outcome:

The desired outcome of this topic report is to receive an update on current activities and future schedules for the three (3) small area plans. Staff also desires general feedback on the format and schedules for these projects.

Attachments

[Former Municipal Center Summary](#)

[167th Avenue Node Summary](#)

[West Armstrong Summary](#)

[Project Timelines](#)

Form Review

Inbox	Reviewed By	Date
Patrick Brama	Patrick Brama	10/24/2013 03:07 PM
Kurt Ulrich	Kurt Ulrich	10/24/2013 03:31 PM
Form Started By: Tim Gladhill		Started On: 10/15/2013 03:36 PM
Final Approval Date: 10/24/2013		

Project Summary

15153 Nowthen Boulevard: Former Municipal Center [October 29, 2013]

General Background

This update is related to the development of City owned land located at 15153 Nowthen Boulevard; known as the Former Municipal Center Site (“Subject Property”). NOTE: this site is also the location of Fire Station #2. The Subject Property is 21.24 acres in size and is zoned Public/Quasi-Public.

This Subject Property was vacated in 2006, when the City moved its municipal center campus to The COR. Since 2006, the City has explored various options for selling the Subject Property in conjunction with the construction of a new fire station on an adjacent City owned site. In 2012, the City was approached by Connexus Energy regarding the development of the Subject Property for a data center(s).

The City is considering two general development scenarios for the Subject Property: data center and single family residential. The City completed a feasibility study on said development scenarios in February 2013 (which included site concept maps); and, a public open house in April 2013.

Process Background

Because the Subject Property is currently located within the Public/Quasi Public Zoning District, the next step in the process to develop this site is to consider the appropriate future land use and zoning--specifically: *consider submitting an application for a Comprehensive Plan Amendment.*

In June and July 2013, the City Council directed Staff to re-engage surrounding property owners before submitting an application to amend the City's Comprehensive Plan--specifically, regarding a potential data center development. Below is a summary of the proposed study group.

Study Group Purpose and Format

PURPOSE: to better understand under what circumstances a data center development would be considered an acceptable use for the Subject Property. The key outcome of this process is a proposal for Council consideration; which will include (1) further documentation/information addressing specific concerns (2) mitigation proposals addressing specific concerns (3) updated site concept maps and cost-benefit analysis.

NOTE: The purpose of a study group is identify and consider compromises/solutions; it is possible the study group may conclude certain concerns cannot be mitigated.

STAKEHOLDERS: 13 surrounding/at-large property owners will be primary study group participants. One (1) Councilmember, one (1) EDA member and two (2)

Project Summary – Former Municipal Center (10/29/13)

Project Webpage

www.cityoframsey.com/formerrmc

Project Contact

Patrick Brama
Assistant to the City Administrator
763-433-9903
pbrama@ci.ramsey.mn.us



Planning Commission Members will also be involved with the process.

TIMELINE: 4-6 sessions, two hours per session from November to January. Results will be reviewed by the EDA, Planning Commission and City Council. Subsequently, the City Council will consider submitting an application for a Comprehensive Plan Amendment.

PROCESS: Council directed Staff to pursue a 'hybrid style' public process in July of 2013. For specific information please review the attached description.

Participants for the proposed study group were solicited by direct mailing (250 surrounding parcels) and with an article in the Ramsey Resident (September/October edition). Copies of both correspondence are attached to this case.

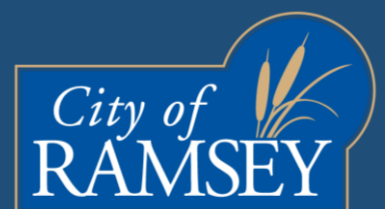
Study Group Members

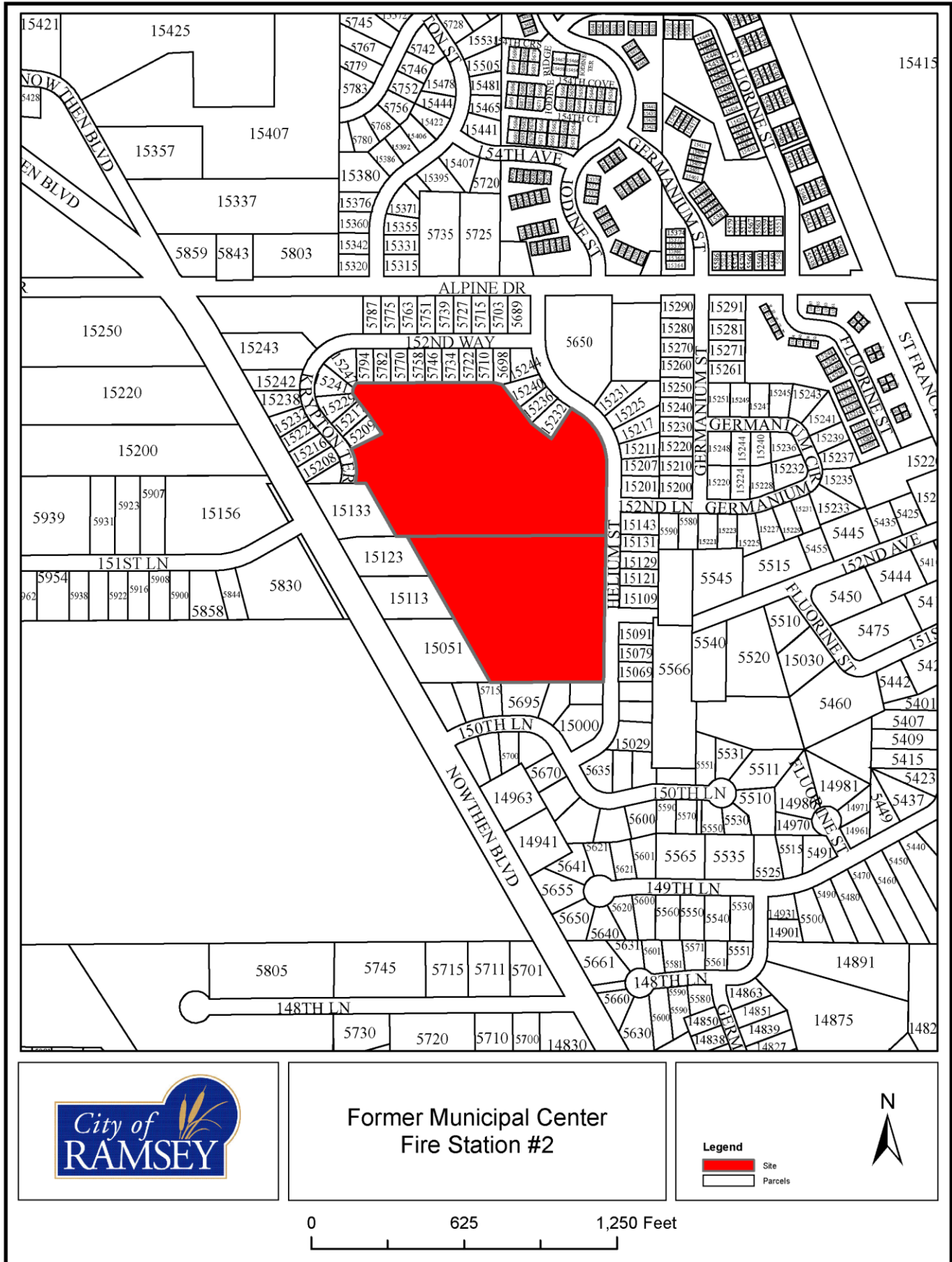
1. Aaron Brendel, 5911 157th Lane NW
2. Kent Cunningham, 15211 Helium Street NW
3. Brandon Doyle, 15109 Helium Street NW
4. Mike Hoeschen, 7005 156th Ave NW
5. Al Kempf, 15220 St. Francis Blvd NW
6. Kristen Kimsey, 5722 152nd Way NW
7. Jennifer Kulseth, 15225 Helium St NW
8. Donna McLain, 15133 Nowthen Blvd NW
9. Jon Olds, 5660 146th Circle NW
10. Gail Penner, 15232 Helium St NW
11. Nancy Norman Sommer, 14451 Potassium St NW
12. Steve Swenson, 5734 152nd Way NW
13. Eric Zaetsch, 6521 154th Lane NW
14. LIAISON: Matthew Maul (Planning Commission)
15. LIAISON: Randy Bauer (Planning Commission)
16. LIAISON: Philip Brundt (Economic Development Authority [EDA] Member)
17. LIAISON: Chris Riley (City Councilmember)

The first meeting (Scoping Meeting) is scheduled for Monday, November 4, 2013.

Additional detailed background information is available on this project at: www.cityoframsey.com/formerrmc.

City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303
763-427-1410
www.cityoframsey.com





Process Approved by the Council in July of 2013

Alternative 3: Hybrid Process

A hybrid, collaborative process could be considered that included elements of desired structure of a traditional process with the collaborative environment of Open Space Technology. A suggested approach would allow participants to set the agenda and convene sessions. In other words, the agenda would not be set by the City or a facilitator ahead of time. An initial Scoping Meeting would be held to review the current status of the project and the purpose of the study group. Rather than hosting several, parallel sessions as with the case with Open Space Technology, the group would convene as a single group throughout the process. The group would come to a consensus as to the agenda and topics as part of the initial Scoping Meeting, but could amend depending on conversation throughout. *This process would entail that the agenda be prepared by participants at the onset of the process and agreed to a structured outline for the process as part of the scoping meeting and individual sessions coordinated by participants with a greater degree of assistance from City Staff.*

Benefits: This process balances an open, transparent, and collaborative process with a well defined structure that is developed by participants rather than the City or a facilitator. Following the initial Scoping Meeting, Staff can report back with a better estimate of time and costs based on an agenda prepared by the Study Group. With a slightly more structure approach to the Open Space Technology concept, Staff estimates that this process would be slightly shorter than said approach.

Drawbacks: This process will require that the initial Scoping Meeting be completed before a more concrete estimation of costs and timelines when compared to a traditional, structured Study Group. It is estimated that this process will be a slightly longer timeframe that the traditional, structured process, consisting of possibly one (1) to two (2) additional meetings.

Future Development Discussion: Data Center User

STUDY GROUP: Hybrid Collaborative Process

Purpose:

QUESTION: Under what circumstances would a data center development be an acceptable use for the former municipal center site that balances the City's goal to expand its tax base while respecting the residential character of the surrounding area? [per each concern]

OUTCOME: consensus proposal for council consideration; which will include:

- Documentation/information addressing each specific concern
- Individual mitigation proposal addressing each specific concern
- Updated site concept maps

SPECS:

- 10 members: 1 councilmember, 1 EDA member, 1 PC member, 5 adjacent property owners, 2 at large property owners.
- Consider a data center development only (not residential)
- The purpose of the study group is *IDENTIFY* and *CONSIDER* compromises/ solutions; it is possible the focus group may conclude certain concerns cannot be mitigated.
- Structure below may be amended/adjusted as needed. For example, if the group wants to add an item; or if the group wants to spend more/less time on a certain topic.

Structure:

Participants will set the entire agenda as part of the initial scoping meeting. Participants would facilitate individual sessions with assistance from City Staff.

1. Meeting Outline:
 - a. Orientation 10 minutes
 - b. Review Purpose of Group 10 minutes
 - c. Rules of Engagement 10 minutes
 - d. Present Concerns Previously Addressed 30 minutes
 - e. Call for sessions (entire agenda set) 30 minutes

2 hours

2. Meeting Outline Set by Participants (as part of Meeting #1)
 - a. Topic 1
 - b. Topic 2

1.5 hours

3. Meeting Outline Set by Participants (as part of Meeting #1)
 - a. Topic 3
 - b. Topic 4

1.5 hours

4. Meeting Outline Set by Participants (as part of Meeting #1)
 - a. Topic 5
 - b. Topic 6

1.5 hours

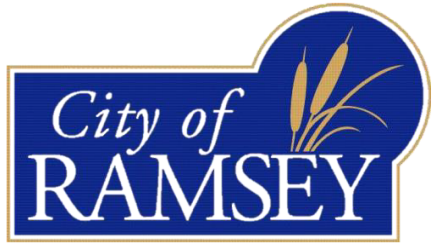
5. Meeting Outline:

Review/amend draft proposal
and submit recommendation to the Council

2 hours

PROJECT WEBSITE

<http://www.cityofframsey.com/formerrmc>



7550 Sunwood Drive NW • Ramsey, MN 55303
City Hall: 763-427-1410 • Fax: 763-427-5543
www.cityoframsey.com

September, 23 2013

Resident:

You are being contacted regarding the property known as the *Former Municipal Center Complex* described below.

Old Municipal Center Complex: (the “Subject Property”): 15153 Nowthen Boulevard, two parcels, PID 23-32-25-41-0019 and 23-32-25-41-0018, 21.28 acres, City of Ramsey ownership.

The City is in the process of considering the future development of the Subject Property. The City is considering two general development scenarios for the 20.5 acre site: (1) data center development and (2) residential development.

The purpose of this correspondence is to provide an update regarding the City’s recent solicitation for participation in a public process and dialogue. See below for specific details:

In July of 2013, the City Council directed Staff to formulate a collaborative process consisting of a group of various stakeholders; including: surrounding property owners and at large Ramsey residents. The purpose of the process is to better understand under what circumstances would a data center development be an acceptable use for the Subject Property. The key outcome of this process is a proposal for Council consideration; which will include (1) further documentation/ information addressing specific concerns (2) mitigation proposals addressing specific concerns (3) updated site concept maps.

The deadline for residents to submit interest in participating was September 20, 2013. The City received interest from 13 residents to partake in the proposed process; which includes your inquiry. The City Council will be finalizing the format, group make-up and schedule for the proposed public process on October 8, 2013 (regular City Council meeting—7:00pm). After October 8, you will be contacted to: (A) indicate if you were selected, (B) confirm your availability and (C) provide final details.

If you would like assistance, or have questions, I am available to help.

Best regards,

Patrick J. Brama

Assistant to the City Administrator, City of Ramsey

OFFICE: (763) 433-9903 EMAIL: pbrama@ci.ramsey.mn.us

ADDRESS: 7550 Sunwood Drive NW, Ramsey, MN 55303

Development Study Group: Volunteers Needed Old Municipal Center Site: 15153 Nowthen Boulevard

The city of Ramsey wants to identify the best future development of its "Old Municipal Center Site." The city is considering two concepts for the 20.5 acre former municipal center campus which would include either a data center development, or residential development. Until recently, the site was home to the city's Police, Fire, Public Works and administrative operations. All but the Fire Department moved to the new municipal center along Highway 10 in 2006. When the site develops, it is proposed the Fire Department be moved to another site the city owns just to the northeast.

Due to its past use as a busy municipal campus, the Old Municipal Center Site is currently zoned Public/Quasi Public. In order for the Subject Property to be sold and used for another use it will need to be rezoned. In June of 2013, the Council requested additional information and input regarding a data center development before moving forward with any plans.

In July of 2013, the City Council directed Staff to formulate a study group consisting of various stakehold-

ers; including: surrounding property owners and at-large Ramsey residents. The purpose of the Study Group is to better understand under what circumstances would a data center development be an acceptable use for the Subject Property.

It is estimated, a study group will need to meet 4-6 times for 1-2 hours; and will begin in November/December. If you, or someone you know, may be interested in serving on this study group, please contact Patrick Brama by September 20, 2013 at 763-433-9903 or pbrama@ci.ramsey.mn.us. For more information on this project, please visit: www.cityoframsey.com/formerrmc.

The Ramsey City Council recently adopted a new strategic action plan. One major outcome of the plan was a commitment from the Council to a citizen-focused government in which residents are engaged in discussions and problem solving. In relation to the Old Municipal Center Site development, the Ramsey City Council desires to have a transparent and inclusive discussion about future development options.



CURFEW LAW

AGE	WEEKDAYS	FRIDAY & SATURDAY
Under 12	Home by 9:00pm	Home by 10:00pm
12-14	Home by 10:00pm	Home by 11:00pm
15-17	Home by 11:00pm	Home by midnight

Ramsey Police Department (763) 427-6812



Anoka Jr. Tornado Program

Do you have a child between the ages of 5-9 who has always wanted to play hockey?

When:

- Season runs October 2013 – March 2014
- Events: Grandparents Day/Jamboree/Mite Night

Cost:

- New 1st year Jr. Tornado skaters registration fee is waived
- USA hockey registration is \$50 (Free if skater is 6 years old or younger)

For more information and to sign-up for the Anoka Hockey Jr. Tornado program, please visit our website at: www.anokahockey.net

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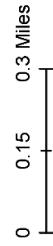


Free Estimates!

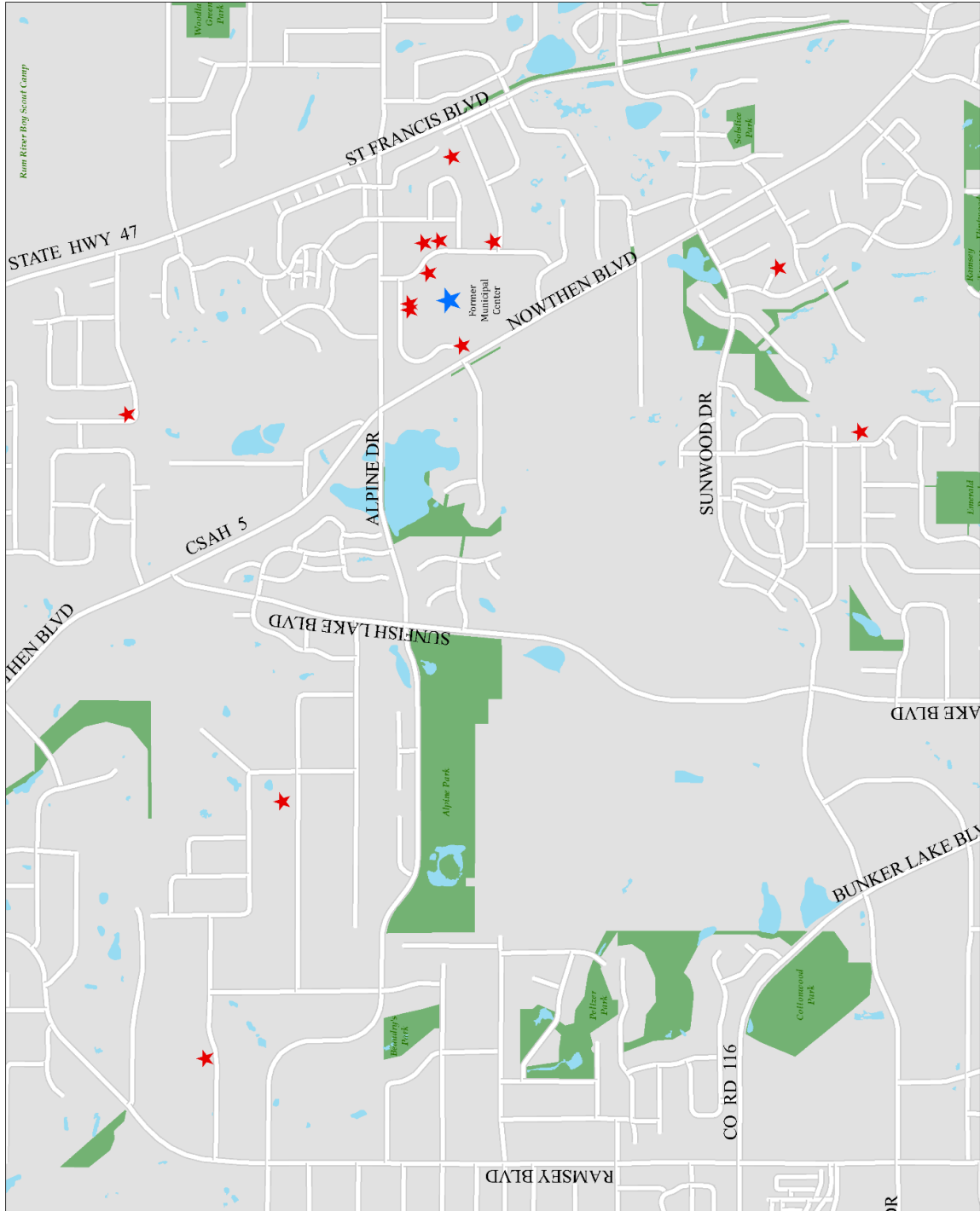


Former Municipal Center Study Group

- ★ Participants
- Streets
- Water Features
- Parks



The City of Ramsey is not responsible for the accuracy of the information or any part of the map. The City of Ramsey is not responsible for the accuracy of the information or any part of the map. The City of Ramsey is not responsible for the accuracy of the information or any part of the map. The City of Ramsey is not responsible for the accuracy of the information or any part of the map.



Project Summary

167th Avenue Node at Saint Francis Boulevard (TH 47)

Statement of Purpose

This purpose of this document is to provide a summary of City review, actions, and policies related to the 167th Avenue Node at Saint Francis Boulevard. There are two components to this summary report:

1. Public Involvement and Collaborative Process
2. Statement of Goals

History

The following is a brief history of the City of Ramsey's participation in the 167th Avenue Node.

The retail node located at 167th Avenue and Trunk Highway 47 has been a topic of discussion with past and current City Councils, Planning Commissions, and Economic Development Authority (EDA) boards for several years ("167/47 Node"). The 167/47 Node has struggled to become economically viable for some time, is experiencing high vacancy rates, an increase of blighted building conditions, and escalating crime.

The City has received a significant number of inquiries from property and business owners located in the 167/47 Node from 2012 to 2013 requesting assistance to help correct a market failure. Additionally, the City of Ramsey owns an inventory of real property located adjacent to the 167/47 Node totaling 16.52 acres. Said property was identified as surplus City owned land in 2012 and is available for sale. In early 2013, the City responded to two (2) requests for a zoning amendment to expand the list of permitted and conditional uses in the 167/47 Node. These proposed uses included an indoor shooting range and warehousing/distribution user.

As a result of items discussed above, the EDA, Planning Commission, and City Council expressed interest in addressing the 167/47 Node. At the July EDA meeting a policy to guide the City's position on the 167/47 was drafted (known as the Statement of Goals). ***A copy of said policy is attached to this memo as Exhibit C.***

The purpose of the policy is to guide City participation in the redevelopment of the 167/47 Node; and, specifically identify a common goal, vision, working parameters and a process to garner public input. The desired outcome of this document is to develop a clear, consistent, transparent and fair process the City, prospective developers, property owners and Staff can rely on as proposals are received.

A portion of the proposed policy covers future land uses and a public input process. Therefore, the EDA requested the Planning Commission review the proposed policy and champion the public input process.

Project Webpage

www.cityoframsey.com/167

Project Contact – Land Use and Zoning

Tim Gladhill

Development Services Manager

763-576-4308

tgladhill@cityoframsey.com

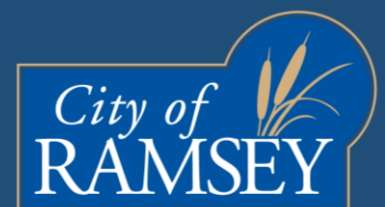
Project Contact – Economic Development Tools

Patrick Brama

Assistant to the City Administrator

763-433-9903

pbrama@cityoframsey.com



Public Involvement

On September 26, 2013, the City of Ramsey hosted a collaborative process with its residents to discuss opportunities and barriers. The intent of this process was to involve residents and stakeholders early in the policy and standards development process. ***A copy of the invite to the collaborative process is attached to this memo as Exhibit A.***

The comments received as part of the collaborative process are attached to this memo as Exhibit B.

Next Steps

Planning Commission review of public comments and recommendation on Statement of Goals.

EDA review of public comments and Planning Commission recommendation. Staff presents financial data related to trunk sewer system.

Recommendation brought forward to City Council to adopt Statement of Policy. Adjustments to Comprehensive Plan and Zoning Code will be included in 2040 Comprehensive Plan Update, or as requested.

DRAFT

City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303
763-427-1410
www.cityoframsey.com

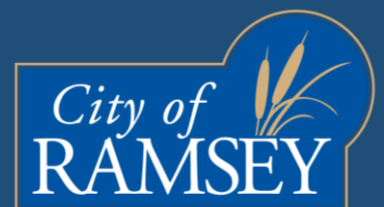
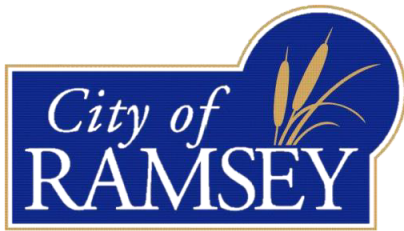


Exhibit A – September 26, 2013 Collaborative Process Invite



7550 Sunwood Drive NW • Ramsey, MN 55303
City Hall: 763-427-1410 • Fax: 763-427-5543
www.cityoframsey.com

Ramsey wants to invite you to participate in a public discussion to review appropriate land uses for the node at 167th Avenue and Saint Francis Boulevard (Highway 47)

The City of Ramsey is reaching out to you as a Property Owner near the 167th Node. Historically, this has been a neighborhood-retail anchored area surrounded by residential properties and adjacent to the Rum River Hills Golf Course. The scope of the review is the current retail corner. The corner is currently experiencing high vacancy rates and deteriorating building conditions. Many of these owners have asked the City to amend the zoning to allow for additional permitted uses. Before the City considers any Comprehensive Plan and Zoning Amendment, we want to hear from you about what land uses or redevelopment would be compatible with the surrounding area.

The City invites you to participate in being part of the process and reviewing alternatives (ranging from new/amended uses and standards to no changes at all).

*Thursday, September 26, 2013 at 6:00 p.m.
Ramsey Municipal Center, Alexander Ramsey Room
7550 Sunwood Drive NW, Ramsey, MN 55303*

The City desires to hear your thoughts on:

- What land uses would you find as acceptable being a neighboring property owner?
- Would you support additional residential development near this intersection?
- Would you support warehousing or other business type uses at this intersection?
- What general questions or concerns regarding the node do you have?


This initial public process hosted by the City on September 26th will begin with a short background presentation at 6:00 p.m. followed by an open public forum and process.

The Planning Commission, in conjunction with the Economic Development Authority, will likely be reviewing potential amendments to the City's 2030 Comprehensive Plan over the next several months. In order for that review to be effective, your feedback and assistance in developing a potential, new Future Land Use Map for the area is critical. We want you to be part of the process, not simply reacting to future proposals.

Please consider joining us on September 26, 2013 to be part of the discussion and solution. You may also submit comments to tgldhill@cityoframsey.com or by calling 763-576-4308. For more background information, visit our webpage at www.cityoframsey.com/167.

Sincerely,

CITY OF RAMSEY



Tim Gladhill
Development Services Manager



Project Summary – 167th Avenue Node at Saint Francis Boulevard

167TH COMMERCIAL NODE MEETING
September 26, 2013

GROCERY STORE

- Nearest one is 7-8 miles away, would be nice to have one closer
 - Have to be a one-stop shop
- We don't want manufacturing
- Restaurant would work – no restaurants near
- The road and traffic may not help a grocery store
- All the businesses need to be working together in order to have success
- People need a reason to stop, not just one business
- Dollar Store (?)
- Multiple businesses need to be uniform and work together
- Someone says no residential, another says townhomes on water tower property
- Don't want it to be re-zoned
 - Small business is OK (perhaps residential)
- Mid to upscale restaurant would be a good fit – decided by all the group
 - People need a place to stop
 - Need something that will make people go out of their way
- A gun range – needs a draw, sustainable businesses, working together
- The regulars may keep a business going
- A business must see a profit

SMALL BUSINESS

- Problems
 - Population is needed for retail
 - No Apartments
- Other close retail
- City didn't help keep retail there
- Warehouse
- Bar/Lounge – No
- Septic System Upgrade

NEED - Retail/Residential

- Single/Townhomes – no rental
- Light at intersection
- Hardware store
- Restaurant/bagel coffee shop
- Gas station
- City support area
 - Advertising/promote
- Coop store (grocery)

- Senior housing
- New location/corner
- Fast food
- Athletic area

RUM RIVER HILLS GOLF COURSE

- Problem
 - Need tunnel under Highway 47
 - Septic/water sewer
 - Traffic Signal
 - Can we get a path along Highway 47?
- Pros
 - More roof tops
 - Retirement Community
 - More people to accommodate commercial on 167th Avenue
 - Banquet facility
 - Add cross country ski trails
 - Ability to cross Highway 47

MEETING COMMENT SHEET	
Project: 167 th Avenue/TH 47 Node	Meeting Date: September 26, 2013
Commenter:	Place/Room: Alexander Ramsey Room
Do You Want a Follow Up? Y/N?	Phone Number:
Email:	Address:

General Comments:	City should have learned a lesson being involved with buying property at the COR and not buy any land. If the golf course can do their expansion without our taxes going up I am in favor.
How do you feel about additional residential development in the area?	Need population for retail to survive.
What are your thoughts on continuing the current amount of commercial retail in the area?	
What are your thoughts on warehousing uses with outside storage?	NS.



Small Business	Need
<p><u>Problems</u></p> <ul style="list-style-type: none"> 1) Population is needed for retail No Apts other close retail city didnt help keep retail here warehouse Bar/Lounge No Septic System 2) Upgrade 	<p><u>Retail/Residential</u></p> <ul style="list-style-type: none"> * 1) single / Town Home * No Rental 2) Light at Intersection 3) How low store 4) Restaurant/Bagel * 5) Gas Station * K 6) City Support Area Advertising/Promote 7) Coop store (Grocery) * Senior Housing * New location/comm. 8) Fast Food 9) Athletic Area



Exhibit C – Statement of Goals

Drafted by Patrick Brama, Adopted XX/XX/2013

City of Ramsey

STATEMENT OF GOALS: 167TH AVENUE AND TRUNK HIGHWAY 47 RETAIL NODE DRAFT

BACKGROUND

The retail node located at 167th Avenue and Trunk Highway 47 has been a topic of discussion with City Councils and EDA boards for several years (“167/47 Node”). The 167/47 Node has struggled to become economically viable for some time, is experiencing high vacancy rates, an increase of blighted building conditions and escalating crime.

The City has received significant number of inquiries from property and business owners located in the 167/47 Node from 2012 to 2013 requesting assistance to help correct a market failure.

Additionally, the City of Ramsey owns an inventory of real property located adjacent to the 167/47 Node totaling 16.52 acres. Said property was identified as surplus City owned land in 2012 and is available for sale.

The EDA, Planning Commission and City Council have expressed interest in addressing the 167/47 Node.

PURPOSE

To guide City participation in the redevelopment of the 167/47 Node; and, specifically identify a common goal, vision, working parameters and a process to garner public input.

The desired outcome of this document is to develop a clear, consistent, transparent and fair process the City, prospective developers, property owners and Staff can rely on as proposals are received. The Ramsey Economic Development Authority (EDA) shall represent the City of Ramsey in relation to the 167/47 Node by utilizing this document.

Note: The City Council makes all final policy decisions; which may deviate from this document. This document is not a legally binding agreement.

GOAL

To improve and/or **remove properties-of-concern** and encourage **sustainable market-driven redevelopment** of the 167/47 Node that will benefit the entire City of Ramsey.

Please reference Appendix A: Primary Area of Concern.

VISION

A mixture of residential and retail uses. Residential users may include single family residential, townhomes, apartments or senior living units as directed by the market. Retail will include a market driven neighborhood commercial node. Redevelopment of the 167/47 Node should include a connection to Elmcrest Park and/or nearby trails.

PARAMETERS

Listed below are a number of parameters intended to develop a clear, consistent, transparent and fair process the City, prospective developers, property owners and Staff can rely on as proposals and inquiries are received.

A. City Land Acquisition: The City does not support purchasing property to redevelop the 167/47 retail node.

B. Marketing: The Ramsey EDA is interested in the idea of **facilitating** a professional marketing package for the 167/47 retail node to entice redevelopment/investment; which would include:

I. Information matrix: asking prices, County valuations, tax information, utility information, ownership buy-in, maps, current zoning information, future land use information, etc.

II. An inventory of what City and State financial assistance options exist for a potential redevelopment project.

III. **Professional material developed in partnership with the City and proactively marketed by a third party broker. Broker will be chosen by ownership group. The City will not be responsible for broker fees.**

IV. List of desirable uses (i.e. retail and wide range of residential); and, other allowable uses (i.e. compatible to surrounding residential)

C. Zoning:

I. The City would support a Comprehensive Plan and Zoning Amendment to allow retail or residential (of the appropriate density that balances compatibility of the surrounding area and market viability) land uses at 167/47 Node.

II. The City does not support a Comprehensive Plan and Zoning Amendment for the 167/47 Node to allow warehouse and/or light manufacturing land uses.

III. The Planning Commission will review requests for additional Permitted or Conditional Uses.

D. City Financial Tools:

I. The City has a number of financial assistance programs potentially available for qualified redevelopment projects; including

- i. Redevelopment Tax Increment Financing District (TIF)
- ii. Tax Abatement

- iii. Ramsey EDA Fund and Revolving Loan Fund (RLF)*
- iv. Anoka County HRA Account
 - v. State Redevelopment Grant and Loan Program
- vi. Land Write Down
- vii. Sewer Trunk Fund*

The City will consider all financial assistance programs listed above for projects that directly address existing blighted properties; see Appendix A: Primary Area of Concern.

The City will consider financial assistance programs vi-vii listed above for projects that do not directly address existing blighted properties; see Appendix A: Primary Area of Concern.

Utilization of financial assistance requires completion and approval of a Business Subsidy Application by the Ramsey EDA and City Council.

**Sewer Trunk Fund.* The 167/47 Node is not currently connected to City sanitary sewer service. Through the City's Comprehensive Sewer and Water Plan, it has been determined a trunk sanitary sewer line *could* be constructed to serve the 167/47 Node in the future (estimated \$1.5M expenditure 2013). However, the 167/47 Node sewer trunk line is identified as a special trunk line; which means, it was not included in the pro forma to determine sewer trunk fees.

It is estimated, at full build out, the special 167/47 Node sewer trunk line would recapture XXXXX dollars in sewer trunk fees (based on the pro forma). Therefore, the City would be subsidizing XXXXX dollars, after collection of sewer trunk fees, for the proposed trunk line.

The City does have sufficient dedicated funding available to construct said sewer trunk line (City Sewer Fund balance estimated \$3.4M 2013). In order to replenish the City Sewer Fund, the City would only support an extension of the sewer trunk line if a XXXXXXXXX demand was created by new development. [need council direction—may not be political support]

PUBLIC INPUT:

It is important to compile public input regarding the 167/47 Node before final adoption of this document by the City Council. Two levels of public input are important to this process: (I) Property Owners; and (II) Surrounding Property Owners.

- A. Primary Property Owners: The City does support facilitating an ownership meeting group to brainstorm options, share information and to investigate opportunities for redevelopment and additional uses that are compatible with the surrounding residential area. This effort will be led by the Economic Development Authority (EDA).

The City desires a consistent, collaborative approach with a single voice amongst all Owners if the City is to assist in the process. Several separate messages per individual Owners is not a desired nor effective approach.

B. Surrounding Property Owners: The Planning Commission will be responsible for drafting a public input process structure; and, facilitation of this process.

NOTES [needs to be amended]: The EDA has suggested the use of a project webpage, notification in the Ramsey Resident and one of the following two options: (1) survey (online or direct mail) or (2) a public open house.

The purpose of public input is general feedback; not proposal specific. For example: what are your general thoughts regarding the 167/47 Node, what do you think are appropriate land uses, what do you think are in appropriate land uses?

APPENDIX A

RED [Sort Dash]: Primary Area of Concern
YELLOW [Long Dash]: Secondary Area of Concern



Project Summary

Armstrong West (Future Business Park and Retail Area) [October 29, 2013]

Background

The current review of a potential, future business is currently focused on land use components as a way for the City to facilitate future economic development. The activities are currently limited to potential Comprehensive Plan and Zoning Amendments.

In 2012, the Ramsey Economic Development Authority (EDA) and City Council identified a shortage existed in property available for development by businesses in Ramsey (outside of The COR). As a result, the Ramsey EDA and Council identified securing a future "Business Park" location as a strategic priority in early 2013.

Beginning in May 2013, the EDA began reviewing potential future Business Park locations. In August 2013, the Ramsey EDA crafted a recommendation to be considered first by the Planning Commission and subsequently the City Council. Before said case is brought before the City Council, the EDA would like to conduct and review a feasibility study. Additionally, the Planning Commission would like to conduct a public open house to gather input regarding potential future land use changes.

As part of the initial phase of looking towards a future business park, the EDA reviewed six (6) sites for consideration, narrowing these down to two (2) as part of Phase I efforts. These sites are referred to as 1) Pearson Properties of Ramsey and 2) Hageman Holdings.

Both of these areas are located in the area west of Armstrong Boulevard. The City can look at the other four (4) sites in the future. **Attached to this memo as Exhibit A is a map indicated the Study Area. Also attached to this memo is a summary sheet of the two (2) sites under review as Exhibit B, both of which require Comprehensive Plan and Zoning Amendments.**

Pearson Properties

Pearson Properties is interested in amending the Comprehensive Plan and Zoning Map as well as an interested seller.

Hageman Holdings

Although not actively marking their site, Hageman Holdings does desire to amend the Comprehensive Plan and Zoning Map for business park activities. The site is currently located within the B-2 Highway Business District, which is focused on retail activities.

Future Retail/Redevelopment Area

Additionally, the City has received a number of inquiries related to the Hi-Ten existing business park directly adjacent to Armstrong Boulevard and the two sites noted above. Although this is an existing business park, the current

Project Summary – Armstrong West (Future Business Park) (10/29/13)

Project Webpage

Coming Soon!

Project Contact – Land Use and Zoning

Tim Gladhill

Development Services Manager

763-576-4308

tgladhill@ci.ramsey.mn.us

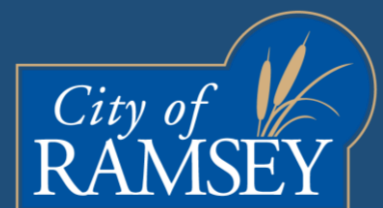
Project Contact

Patrick Brama

Assistant to the City Administrator

763-433-9903

pbrama@ci.ramsey.mn.us



Comprehensive Plan and Zoning Map indicate this area as a retail area under The COR Zoning. The City has responded to a number of inquiries regarding design requirements and build-to (setback) requirements.

It is the intent of the City to look at this area holistically to review a number of components related to the area west of Armstrong Boulevard.

Proposed Timeline:

- 09/24/13 CCWS Update
- 10/31/13 Engineering Estimations Complete
- 11/07/13 Planning Commission Review
- 11/14/13 EDA Review
- 12/2013 TBD date, Collaborative Public Process
- 01/02/14 Planning Commission Review of Collaborative Public Process; and final Recommendation
- 01/09/14 EDA Review of Collaborative Public Process; and final Recommendation
- 01/14/14 City Council receive EDA and Planning Commission Recommendations (update)
- 01/28/14 City Council take action

DRAFT

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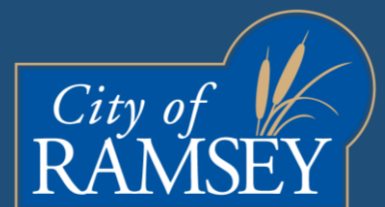
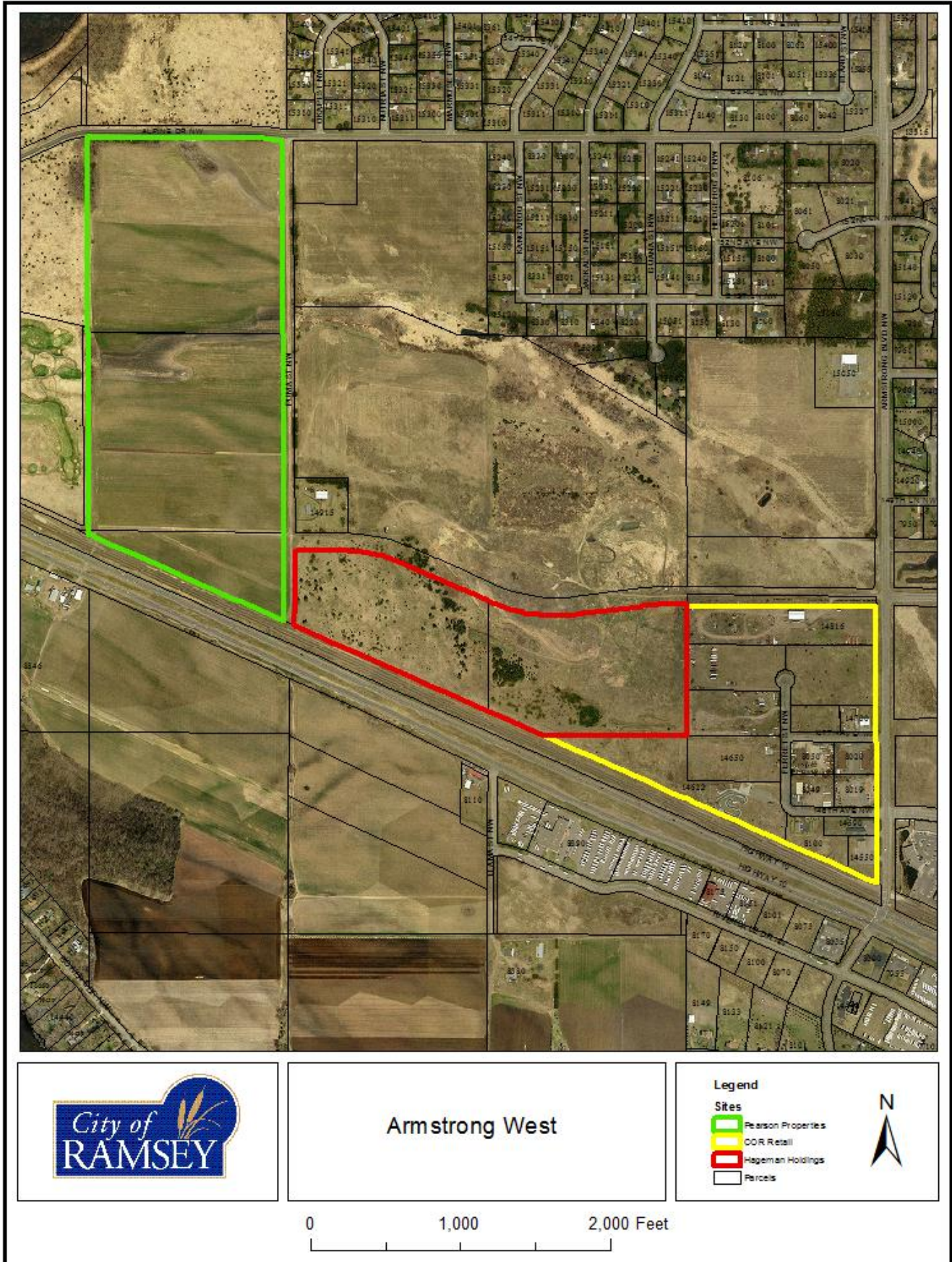


Exhibit A – Site Location Map



Future Business Parks

Primary: Al Pearson Farm North, Secondary: Hageman Holdings

Property Owner	Location	Willing Seller	Zoning	Size/Land Price	Distance from Utilities/Road	Benefits	Drawbacks/Potential Issues
<p>1. Al Pearson North</p>	<p>This property is a greenfield site located on the north side of U.S. Highway 10 at the intersection of Bunker Lake Boulevard and Puma Street; between the Links at Northfork golf course and the Legacy Christian Academy.</p>	<p>Yes. Mr. Pearson is a willing seller that is interested in a partnership with the City. Mr. Pearson is willing to hold the land while the City markets and works with prospects.</p>	<p>Mix of residential and retail. Mr. Pearson has indicated he would be willing to rezone his property to allow for a business park.</p>	<p>90 acres of land. \$65,000 per acre or \$1.49 per square foot.</p>	<p>Bunker Lake Boulevard is located to the edge of this site. Puma (a temporary street) is located adjacent to this site. Utilities are located 1,000 feet from this site.</p>	<ul style="list-style-type: none"> • Willing seller • Willing partner • Willing to change zoning • Utilities close by • Road close by • Large piece of land • Location <ul style="list-style-type: none"> ○ Access ○ Close to Hwy 10 ○ Far enough from Hwy 10 	<ul style="list-style-type: none"> • Uncertainty of Hageman Holdings (Bunker, Users) • Green Acres designation • Zoning change required. • Potential concerns from the Links and the neighborhood to the NE.
<p>2. Hageman Holdings</p> <p><u>Background</u> Hageman Holdings owns 171.65 acres of land west of Armstrong Boulevard. The City did approve a Plat and site plan for a new campus for Legacy Christian Academy.</p> <p>Hageman Holdings has informed the City that it is no longer actively pursuing a campus for Legacy Christian Academy at this time, but still desires to develop a similar concept with a different user.</p> <p>Hageman Holdings is not willing to sell any of their property located on the north side of Bunker Lake Boulevard now, or in the near future (i.e. 2-4 years); as they still would like to see their site developed into a school campus.</p>	<p>The proposed business park portion (45 acres) of the larger Hageman Holdings property (171 acres) is located on the north side of Highway 10 west of Armstrong Boulevard; south of Bunker Lake Boulevard only.</p> <p>This site is located just south of the proposed Legacy Christian Academy.</p>	<p>No (as of September 2013). Hageman Holdings is not interested in selling/developing or rezoning their land for a future business park now or in the next 2-4 years. At this point, they would like to maintain their original vision—a private school campus.</p>	<p>Retail.</p>	<p>45.1 acres of land. Price TBD. Estimation \$87,000-\$108,900 or \$2.00-2.50 per square foot</p>	<p>Utilities and roadway located adjacent to sight. However, per the development agreement for the Legacy Christian Academy project, any improvements to any site will trigger a mandatory expansion of Bunker Lake Boulevard the west of Armstrong Boulevard to Puma Street. This item needs to be discussed further. This would be a substantial cost (multi-million).</p>	<ul style="list-style-type: none"> • Utilities adjacent and nearly ready to go • Road adjacent • Location <ul style="list-style-type: none"> ○ Access ○ Close to Hwy 10 	<ul style="list-style-type: none"> • Selective seller • Willing seller 2-4 years (maybe) • Development agreement/requirements for Bunker Laker Boulevard--high cost. • For some businesses, too close to Hwy 10 • Relatively high cost per square foot • Zoning change required. Potential concerns from surrounding property owners. • Not a large piece of land (fair)

	Old Municipal Center	Future Business Park	167/47 Node	
September	<p>09/20 – Cut off for submitting interest in the public input group</p> <p>09/21—Submit email to interested property owners, letting them know the Council will be formulating group on 10/8 and a follow up letter will be sent shortly after. Additionally, I should ask availability for the proposed dates below.</p>		<p>09/26—Public Input Session regarding future landuse</p>	September
October	<p>10/08—Council meeting to finalize formation and structure of public input group: CC</p>	<p>10/31—Engineering recommendations and estimations completed for Bunker and Puma.</p>		October
November	<p>11/4— Public Input Session 1 (kick off)</p> <p>11/?—Public Input Session 2</p>	<p>11/07—Planning Commission:</p> <ul style="list-style-type: none"> A. review of engineering findings B. Consider Support of a Public Input Process. <p>11/14—EDA:</p> <ul style="list-style-type: none"> A. review of engineering findings B. Consider support of a public input process (from Planning Commission) <p>11/21—Public Open House regarding a potential landuse change. (date TBD)</p>	<p>11/07—Planning Commission:</p> <ul style="list-style-type: none"> A. Review public input B. Revise and make recommendation for “Statement of Goals” to the City Council <p>11/14—EDA:</p> <ul style="list-style-type: none"> A. Review public input B. Review Planning Commission recommendation C. Revise and make final recommendation for “Statement of Goals” to the City Council <p>11/26—City Council:</p> <ul style="list-style-type: none"> A. Review public input B. Review EDA and Planning Commission recommendation regarding “Statement of Goals” C. Provide staff with initial input and formulate questions 	November
December	<p>12/?—Public Input Session 3</p>	<p>12/05—Planning Commission:</p> <ul style="list-style-type: none"> A. Consider Public Input Process results B. Recommendation regarding business park landuse. <p>12/12—EDA</p> <ul style="list-style-type: none"> A. Consider Public Input Process results and feasibility study. B. Recommendation regarding business park landuse. 	<p>12/10—City Council adoption of “Statement of Goals”</p>	December
January	<p>01/?—Public Input Session 4</p> <p>01/?—Public Input Session 5 (if needed)</p>	<p>01/14—City Council Consider:</p> <ul style="list-style-type: none"> A. Action regarding desired location for future business park. <ul style="list-style-type: none"> I. What will trigger required infrastructure improvements? II. Who is responsible for required improvements? III. Invite property owners to submit Comprehensive Plan amendment applications. 		January
February	<p>02/06— Planning Commission: Present and Discuss Public Input Findings</p> <p>02/13— EDA: Present and Discuss Public Input Findings</p> <p>02/18— City Council: Present and Discuss Public Input Findings</p> <p>02/25—Consider Submitting a Comprehensive Plan Amendment: CC</p>	<p>02/13—EDA Begin Discussion regarding financing infrastructure and format of partnerships.</p>		February
March				March
Results	<ul style="list-style-type: none"> • Application for Comprehensive Plan & Zoning Amendment • Allow City to move forward and market property for development 	<ul style="list-style-type: none"> • Application for Comprehensive Plan & Zoning Amendment • Final selection of future business park location • Begin discussion of schematics/partnerships/etc. 	<ul style="list-style-type: none"> • Application for Comprehensive Plan & Zoning Amendment • Adopted Statement of Goals 	Results