

System Statement

City of Anoka

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

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

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

Within three years following the receipt of the metropolitan system statement, every local governmental unit shall have prepared a comprehensive plan in accordance with sections 462.355, subdivision 4, 473.175, and 473.851 to 473.871 and the applicable planning statute and shall have submitted the plan to the Metropolitan Council for review pursuant to section 473.175.

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

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

Forecasts.

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

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

Forecast of population, households and employment:

	1990	2000	Revised Development Framework		
			2010	2020	2030
Population	17,192	18,076	19,000	19,800	20,800
Households	6,394	7,262	7,900	8,500	9,000
Employment	11,755	13,250	14,400	15,200	16,200

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

Growth management.

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

Geographic planning area.

The city of Anoka is designated as a “developed community” geographic planning area in the *2030 Regional Development Framework*. Geographic planning areas are shown on the 2030 Planning Area map. The planning area sets overall densities that the planned development patterns in your community can be expected to achieve. (If there are discrepancies between the 2030 Framework Planning Area map, and the metropolitan systems plans because of adjustments that occurred subsequent to the adoption of the *2030 Regional Development Framework* document, communities should follow the specific guidance contained in this system statement.)

As Anoka plans for current and future residents, it should focus on protecting natural resources, ensuring sufficient public infrastructure, and developing transition strategies to increase density and encourage infill development.

Specific strategies for developed communities are found on pages 24-25 of the *2030 Regional Development Framework*.

System statement review process.

If your community disagrees with elements of this system statement, or has any questions about this system statement, we urge you to contact your sector representative, Ann Braden, 651 602-1705, to review and discuss potential issues or concerns.

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

Request for hearing.

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

System statement issue date:

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

Transportation System Statement -- Anoka

Key Changes in the Plan

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

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

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

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

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

System Plan Considerations Affecting Your Community

1. Metropolitan Highways

Metropolitan highways and regional highway investment priorities for 2030 are shown in Figure 4-11. There are no expansion plans for the metropolitan highways located within the city of Anoka, although management investments are likely on TH 10 in the vicinity of Anoka.

2. Transit Routes and Facilities

Anoka is within the Metropolitan Transit Taxing District. Anoka is within Market Area III. Service options for Market Area III include peak-only express, small vehicle circulators, midday circulators, special needs paratransit (ADA, seniors), and ridesharing.

Anoka should identify existing transit service (available on the Council's website) and desired future transit service options consistent with the Transportation Policy Plan's transit system service areas (Table 4-1 and Appendix M).

Anoka is located along the Northstar Commuter Rail Line and should identify opportunities to promote higher density initiatives along this dedicated transit corridor (see Figure 4-2).

Anoka should identify existing transit passenger and support facilities and future improvements to and expansion of these facilities. Passenger and support facilities include shelters, transit centers, stations, and park-and-ride lots. An existing park-and-ride lot is located at Garfield and 7th. A station and park-and-ride facility are planned in Anoka along the Northstar Commuter Rail Line.

3. Aviation Plan and Facilities

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

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

Figure 4-2
2030 Transitway Corridors

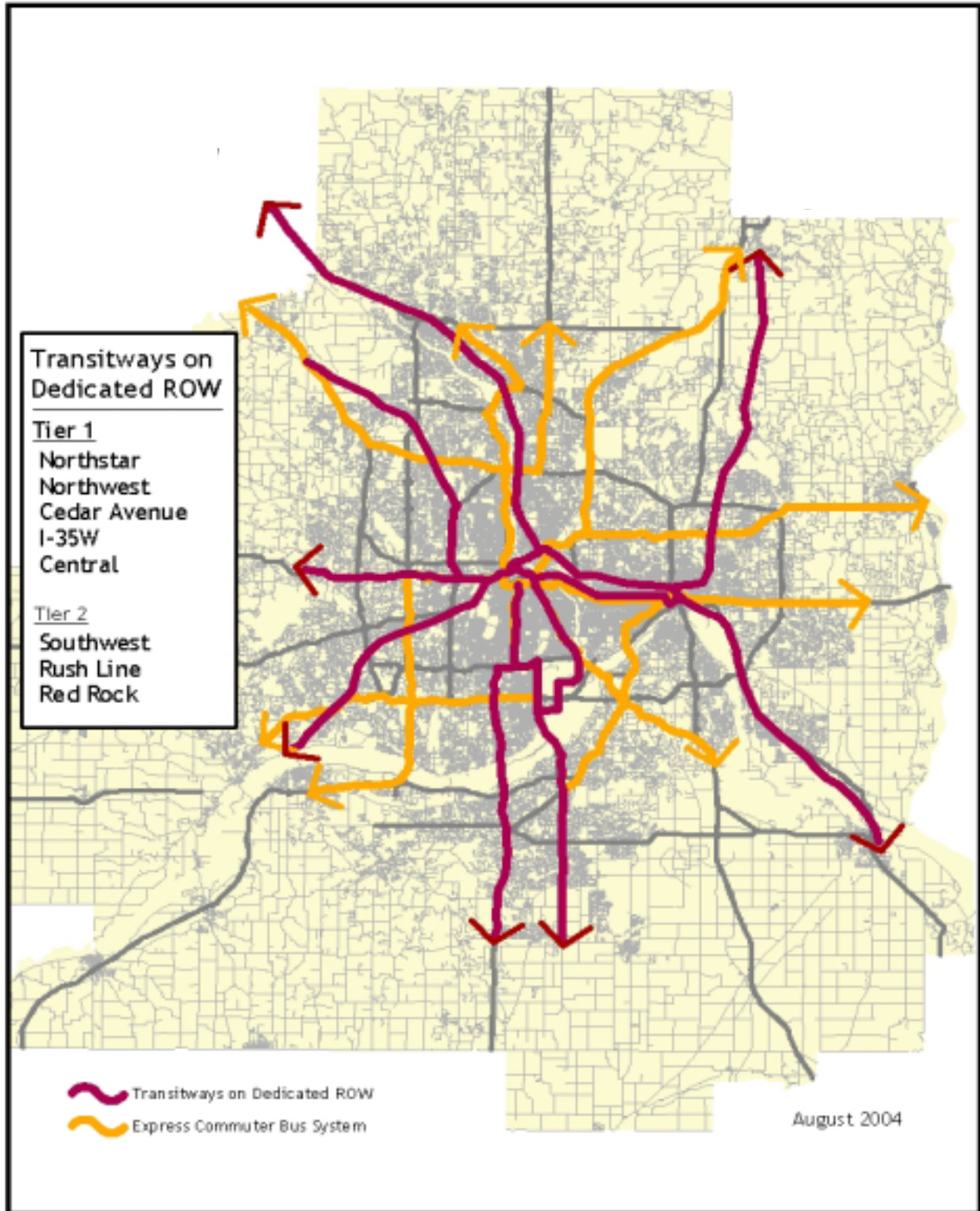


Figure 4-5
Transit Passenger Facilities

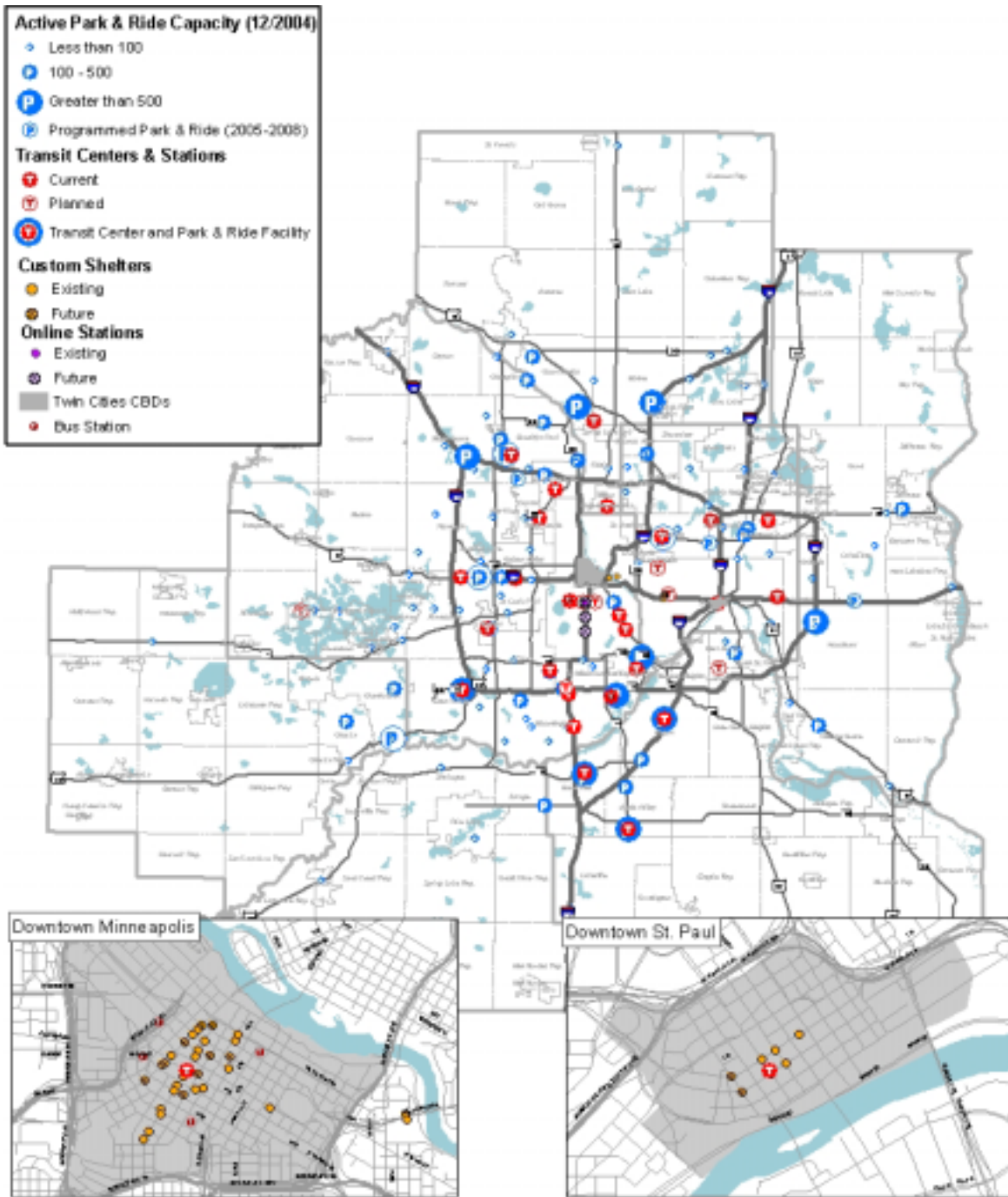


Figure 4-11
2030 Constrained Metropolitan Highway System Plan Investment Priorities



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

Highway	Project Description	Program	Construction Fiscal Year	Project Cost Estimates				Total Project Cost (\$000)
				Design Estimate (\$000)	R/W Estimate (\$000)	Year-of-Construction Estimate (\$000)	Construction Engineering Estimate (\$000)	
35E	I-94 to Maryland Ave. in St. Paul, grading, surfacing, brs., etc., including Cayuga Br. and Phalen Blvd. connection	MC	2010	7,687	Limited	76,755	6,140	90,571
35W	At Lake St. in Minneapolis, reconstruct interchange (Ph. 1)	MC	2009	1,160	Continuous/ Major	11,600	928	13,688
35W	At Lake St. in Minneapolis, reconstruct interchange (Ph. 2)	MC	2010	1,785	Continuous/ Major	17,850	1,428	21,063
36	At Lexington Ave.. in Roseville, replace Br. 5723 and reconstruct interchange	MC	2009	1,380	Limited	13,804	1,104	16,289
100	36 th St. to Cedar Lake Rd. in St. Louis Park, grading, surfacing, Brs., etc. for 6-lane freeway	MC	2011	6,150	Continuous/ Major	61,500	4,920	72,570
169	Near CSAH 6 in Belle Plaine, grading, surfacing, Br., etc. for new interchange	MC	2010	1,904	Limited	19,040	1,523	22,467
694	E of I35W in Arden Hills to E of Lexington Ave.. in Shoreview, grading, surfacing, Brs., etc. to add third lane and correct weave at TH 10/51	MC	2012	6,960	Minimal/ Spot	69,596	5,568	82,123
TOTALS				27,015		270,145	21,611	318,771

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

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

Wastewater System Statement -- *Anoka*

Key Changes in the Plan

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

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

- A coordinated approach to water supply planning in the metropolitan area with the goal of providing for a sustainable, reliable and secure supply of high quality water to support orderly economic growth and maintain the region's high quality of life.
- An approach to surface water management that ties together the control of pollution from point and nonpoint sources. Local surface water management plans will be reviewed for impacts on the regional wastewater system.
- A policy under which the Council will consider acquiring and operating local wastewater treatment plants in rural growth centers upon request where enough growth is projected to make it economically feasible for the Council to become involved.
- A plan that provides for cities to reduce excessive inflow and infiltration (I/I) of clear water into the metropolitan sewer system. A financial assistance/surcharge program is included that will provide a funding mechanism to help solve the I/I problem.
- A policy that continues to require inspections of individual sewage treatment systems (ISTS) at least once every three years by trained individuals. In addition, the Council has added further clarification on what is needed in a community's local ISTS management program.

System Plan Considerations Affecting Your Community

1. Metropolitan Sewer Service

Forecasts:

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

Table 1

Year	2010	2020	2030
Sewered Population	19,000	19,800	20,800
Sewered Households	7,900	8,500	9,000
Sewered Employment	14,400	15,200	16,200
Average Annual Wastewater Flow (MGD)	2.04	2.07	2.11
Allowable Peak Hourly Flow (MGD)	5.71	5.80	5.91

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

At a minimum the Council will reevaluate flow projections every five years. Moreover, the Council will also continue to monitor each city's flow on a continuous basis and note any significant changes. The Council will use these growth and wastewater flow forecasts to plan all future interceptors and treatment work needed to serve your community. The Council will not design future interceptor improvements or treatment facilities to handle peak hourly flows in excess of the allowable rate for your city. Anoka, through its comprehensive planning process, must decide the location and staging of development, and then plan and design its local wastewater collection system to serve this development. If you plan a total wastewater flow from your community in excess of the Council's forecasts, your assumptions will be analyzed by the Council for their potential adverse effects on the capacity or operation of the metropolitan system.

You should also note that urban development at overall densities that are substantially lower than identified for your community in the Council's Growth Management Strategy

Section of the Systems Information Statement will also be analyzed by the Council for their potential adverse effects on the cost of providing metropolitan sewer service.

Description of Metropolitan Disposal System Serving your Community:

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

The wastewater flow from the City of Anoka is treated at the Metropolitan WWTP located within St. Paul, MN. There are many projects scheduled for the Metropolitan WWTP through 2030. These projects will provide additional capacity at the plant as well as improve its ability to meet required permit standards.

The City of Anoka is served by Council interceptor 8252-482. This interceptor currently has an available capacity of 3.8 mgd to provide for the long-term needs of the city. The Council has several proposed interceptor improvement projects scheduled to support the long-term needs of the city. The Council is proposing the construction of a gravity interceptor across the cities of Champlin and Brooklyn Park to relieve the CAB interceptor. This project is scheduled for design and construction in the in the 2005-2020 time period. The construction of the CAB diversion, a relief interceptor across the Mississippi River from Brooklyn Park in the area south of I-610 is scheduled for design and construction in the 2005 –2020 time period. The city needs to verify its long-term needs as part of its comprehensive plan update. If necessary, detailed information regarding metropolitan facilities is available from the Council's Municipal Services Section by calling the staff at (651) 602-1005.

Inflow/Infiltration Reduction Goal

The Council's *Water Resources Management Policy Plan* states that the Council will establish I/I goals for all communities discharging wastewater to the MDS. Communities that have excessive I/I in their sanitary sewer systems will be required to eliminate the excessive I/I by 2012. The Council will begin the implementation of an I/I assistance/surcharge program in 2007. The money collected from the communities with excessive I/I may be used by those communities to remove I/I from their systems. The Council will limit increases in service within those communities that have not met their I/I goal(s) starting in 2013. The Council will meet with the community and discuss this alternative before it is implemented. This time period may be shorter if excessive I/I jeopardizes the Council's ability to convey wastewater without an overflow occurring. In this case the Council may limit increases in service within those communities that have excessive I/I immediately upon notification to the community. The Council plans to

implement a wastewater rate demand charge program, starting in 2013, for those communities that have not met their I/I goals. These revenues will be used to help defray

the cost of providing attenuation within the MDS to recover the capacity lost to excessive I/I.

The I/I goal established for the City of Anoka is the allowable peak hourly flow rate as shown in Table 1 and varies based on annual average flow. The Council's metering program shows that the city's 2004 annual average flow was 2.0 mgd. Thus the current I/I goal for your community is an allowable peak hourly flow of 5.6 mgd. The city is currently meeting its I/I goals.

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

The Council has completed a review of the current information in the city's existing comprehensive plan and has determined that the following information is needed to update the sewer element of the city's comprehensive plan/local sewer policy plan.

- A sewer map showing the city's existing service area and proposed trunk sewer system through 2030.
- A table showing the projected population, households, employment and flow forecasts for the city for 2010, 2020 and 2030.
- A description of the city's I/I program. What efforts does the city make in the maintenance of its sanitary disposal system? Does the city prohibit the connection of sump pumps, rain leaders and passive drain tile from the sanitary sewer system?

2. Management of Individual Sewage Treatment Systems

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

The new *Water Resources Management Policy Plan* states that the appropriate density for development with individual sewage treatment systems depends on the suitability of the soils to treat wastewater and whether space is available for a primary and back up drainfield. It is the Council's position that all municipalities and counties allowing individual sewage treatment systems should incorporate current MPCA regulations (Minn. Rules Chapter 7080) as part of a program for managing individual sewage treatment systems in the sewer element of their local comprehensive plan and implement the standards in issuing permits. Anoka should adopt a management program consistent with state rules. An overview of Anoka's management program must be included in the community's local comprehensive plan update. If adequate information on the management program is not included; the comprehensive plan will be found incomplete for review until the required information is provided to the Council.

3. Surface Water Management

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

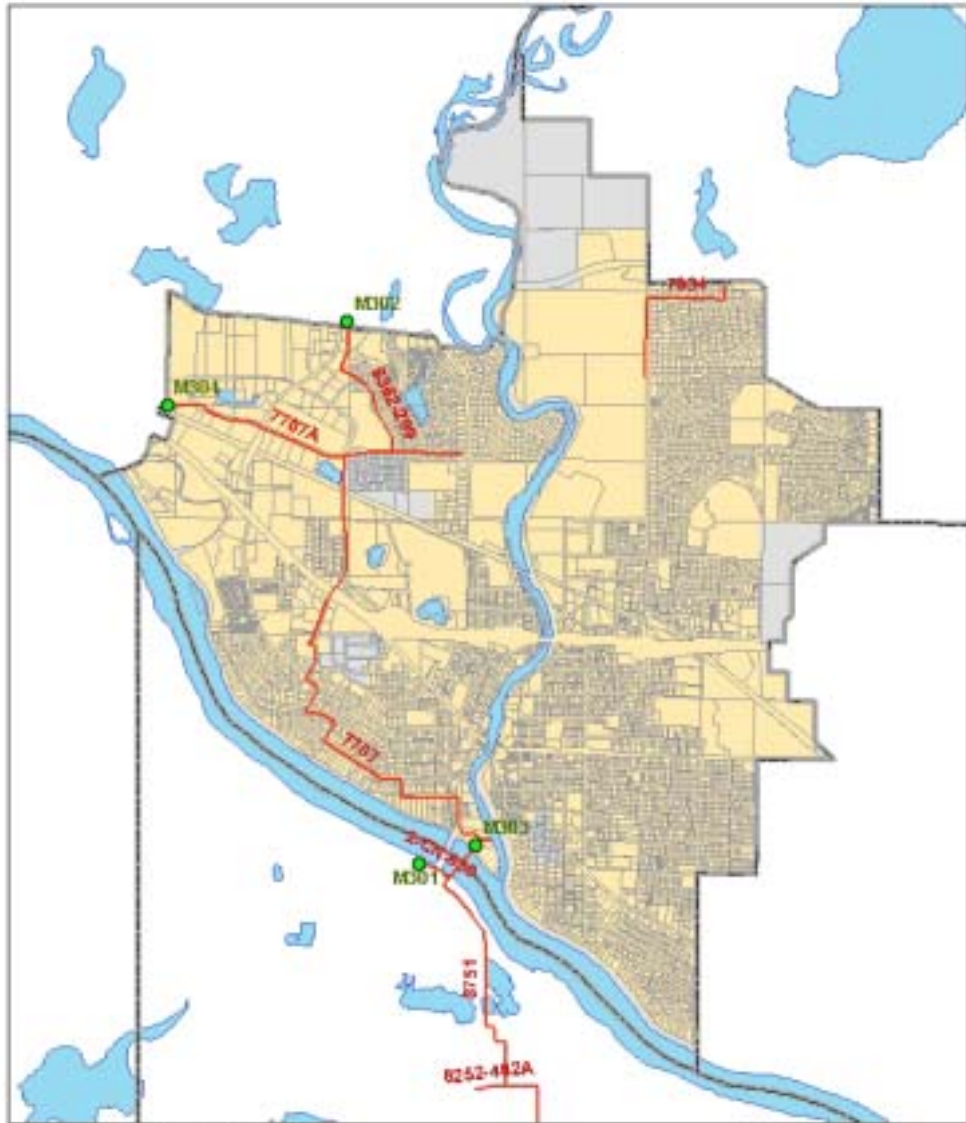
Council records indicate that Anoka is in the Lower Rum River Watershed Management Organization (see attached map). The Lower Rum River watershed plan was approved by BWSR in 1998. Anoka completed its local water management plan in 2001. The city should be advised that they would need to review their current local water management plan against the policies and required elements of the *Water Resources Management Policy Plan*. If there are discrepancies, the city will need to revise its local water management plan. The plan should be submitted to the Council for its review concurrent with the review by the watershed management organization. Failure to have an updated local surface water management plan consistent with the local surface water management plan content requirements section in Appendix B2-2 of the *Water Resources Management Policy Plan* will result in a metropolitan system impact.

Advisories

1. Water Supply Planning

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

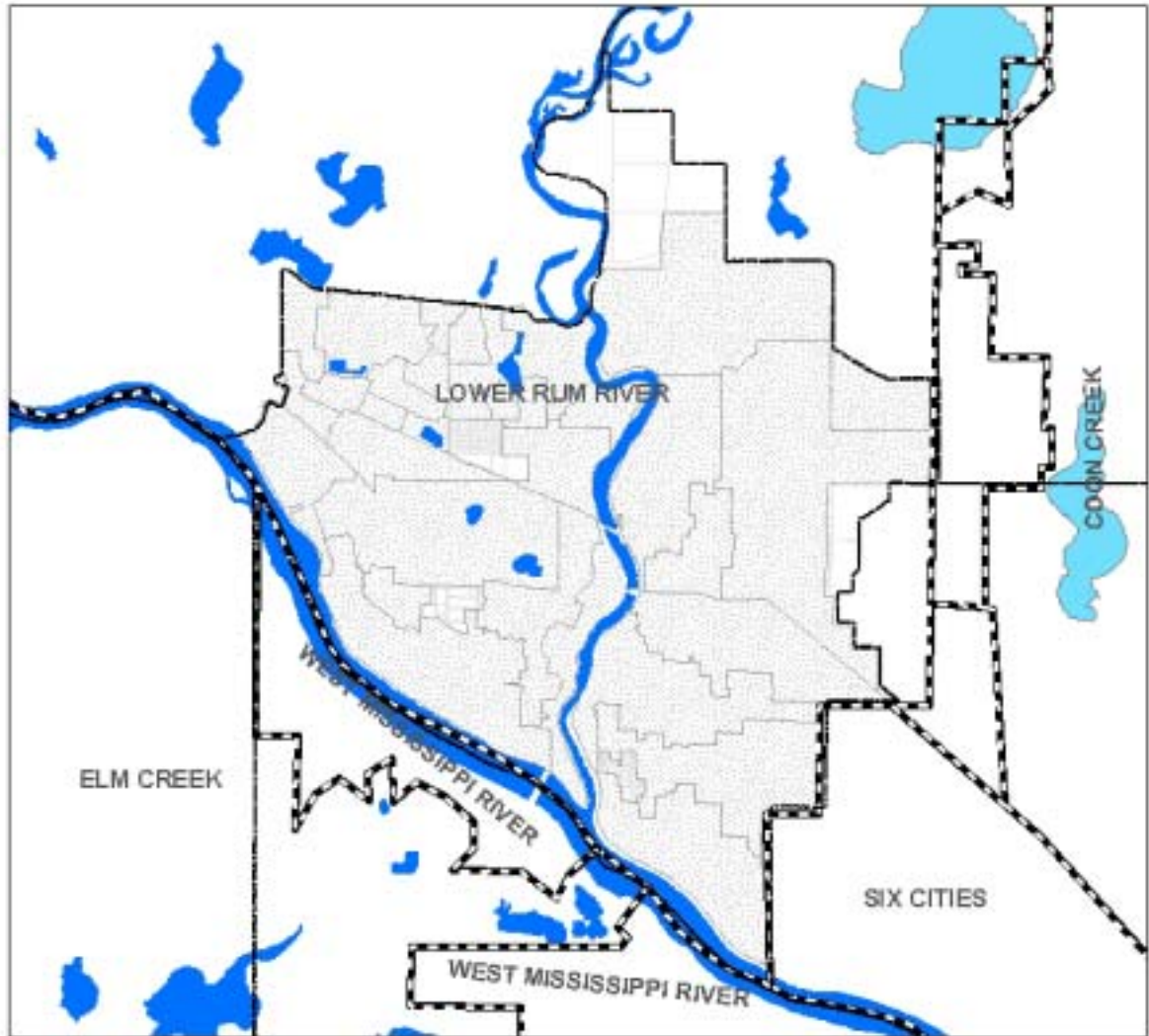
Anoka



- MCES Meter
- MCES Interceptor
- Meter Shed**
 - M303
- Framework 2030**
 - Developed Area



Anoka



-  Priority Water Features
-  Watershed Management
-  Community Boundary
-  Parcel Boundary
-  Service Area

2030 Regional Parks System Statement

City of Anoka

Key Changes in the Plan

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

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

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

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

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

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

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

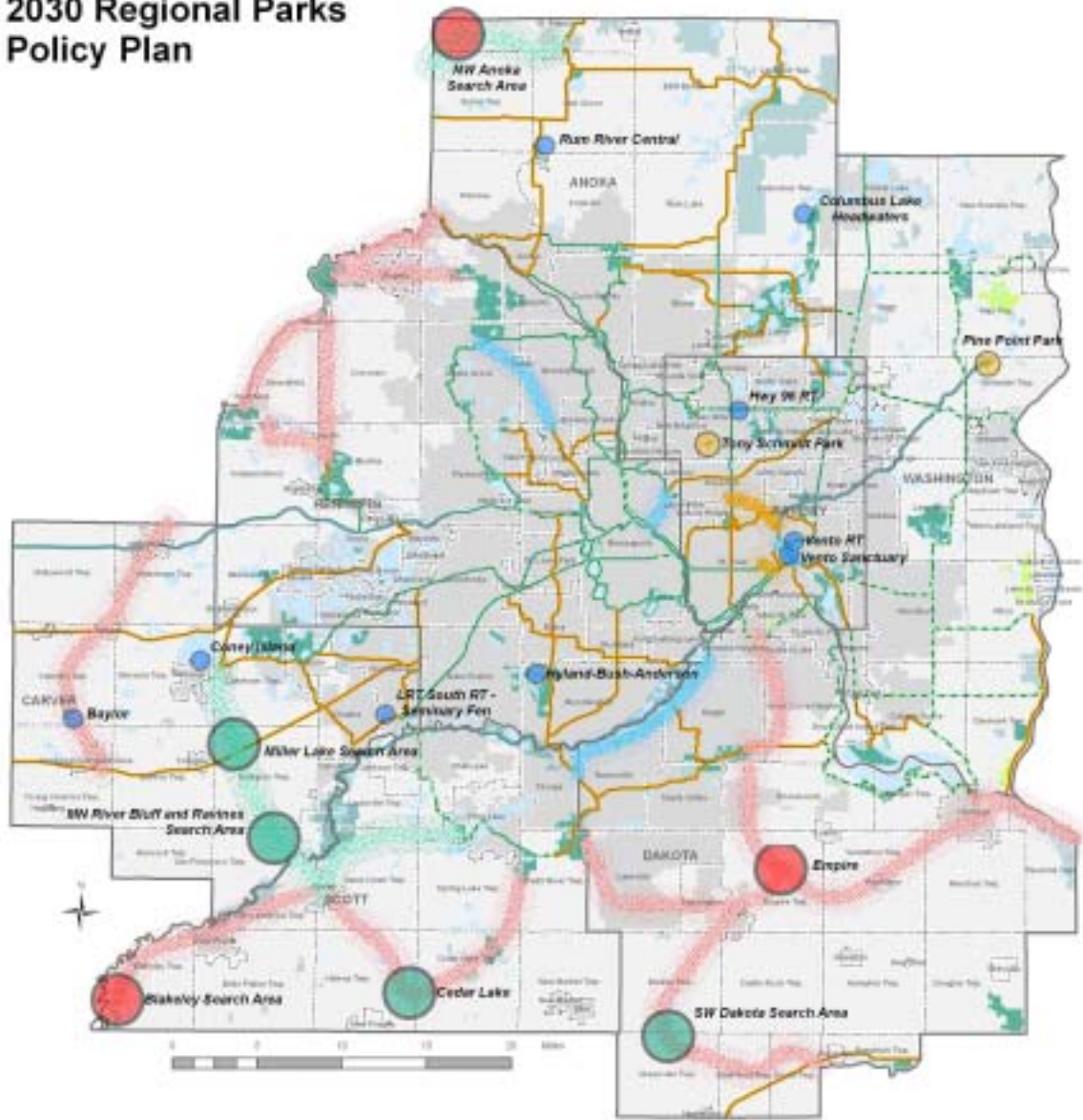
- ✓ **Acquire natural-resource lands adjacent to six existing parks and six existing trails.**

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

- ✓ **Parks – Miller Lake area and Minnesota River Bluff and Ravines in Carver County; southwestern Dakota County; and Cedar Lake area in Scott County.**
- ✓ **Trails – northwestern Anoka County; central to south Carver County; and Minnesota River to Spring Lake in Scott County.**

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

2030 Regional Parks Policy Plan



<p>Regional Park Search Areas *</p> <ul style="list-style-type: none"> ● Boundary Adjustment ● Recognition of Regional Status ● New Unit ● Completing the System 	<p>Regional Trail Search Corridors *</p> <ul style="list-style-type: none"> — Boundary Adjustment — Recognition of Regional Status — New Unit — Completing the System 	<p>Parks and Preserves</p> <ul style="list-style-type: none"> ■ Federal Land ■ Private Non-Profit ■ Regional ■ State Land <p>Regional Trails</p> <ul style="list-style-type: none"> — Existing — Planned — Proposed — State Existing 	<p>— Lakes and Major Rivers</p> <p>— 2000 MUSA</p> <p><small>* Search areas (parks) and corridors (trails) as shown are for planning purposes only and are not indicative of specific proposed park boundaries or trail alignments.</small></p>
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1. Regional Park System Plan Considerations Affecting Your Community

Regional parks and trails in your community

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

Table 1: Regional Parks and Trails in Anoka

Regional Park System Unit Name	Master plan boundary of unit is set. Comprehensive plan should acknowledge boundary	Master plan boundary is not set. Comprehensive plan should acknowledge general location with final boundary or alignment subject to park or trail master plan
Mississippi River Regional Trail	X	
Central Anoka County Regional Trail		X
Rum River Regional Trail	X	

Mississippi River Regional Trail (Anoka County segment) – This is an existing trail east of the Rum River in the city of Anoka. The trail is proposed to be extended to the west to connect to Mississippi West Regional Park, which is not yet open to the public. Anoka County will work with the city and others on the completion of this trail in the future. John Von De Linde, Anoka County Parks Director, can be contacted for further information at 763-767-2860. A general alignment of the trail as shown in Figure 2 should be acknowledged in the city's comprehensive plan.

Central Anoka County Regional Trail – This is an existing trail east of the city of Anoka. The trail is proposed to be extended to the west to connect to Mississippi West Regional Park, which is not yet open to the public. Anoka County will work with the city and others on the completion of this trail in the future. John Von De Linde, Anoka County Parks Director, can be contacted for further information at 763-767-2860. A general alignment of the trail as shown in Figure 2 should be acknowledged in the city's comprehensive plan.

Rum River Regional Trail – This is a proposed regional trail (RT) that would connect the Mississippi River (Anoka County segment) RT with the Rum River Central Regional Park (RP) and provide a connection to Bunker RP via the Central Anoka County RT. It is a proposed trail that currently does not have an approved master plan. Anoka County will work with the city and others in the future to plan and implement this trail. John Von De Linde, Anoka County Parks Director, can be contacted for further information at 763-767-2860. A general alignment of the trail as shown in Figure 2 should be acknowledged in the city's comprehensive plan.

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

Figure 2 - Map of Anoka with regional parks and trails in and adjacent to the city

