

## **System Statement**

Columbus Township

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	3,690	3,957	4,000	4,240	4,680
Households	1,129	1,328	1,450	1,600	1,750
Employment	100	482	730	900	1,000

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

**Growth management.**

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

**Geographic planning area.**

Columbus Township is designated partially as a “developing community” and partially as a “diversified rural” geographic planning area in the *2030 Regional Development Framework*. Geographic planning areas are shown on the 2030 Planning Area map. The planning area sets overall densities that the planned development patterns in your community can be expected to achieve. (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.)

The portion of Columbus Township designated as a developing community should plan to develop at overall densities of at least 3 to 5 dwelling units per acre within that geographic planning area. Developing communities are also encouraged to preserve areas for post-2030 growth, where appropriate.

As Columbus Township 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 developing communities are found on page 28 of the *2030 Regional Development Framework*.

The portion of Columbus Township designated as diversified rural area should plan to be consistent with regional forecasts, at densities of no more than 1 housing unit per 10 acres. Specific strategies for the diversified rural planning area are found on page 32 of the *2030 Regional Development Framework*.

**System statement review process.**

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

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

**Request for hearing.**

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

**System statement issue date:**

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

# Transportation System Statement -- Columbus Twp.

## 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 Township of Columbus.

### **2. Transit Routes and Facilities**

Columbus Twp is outside of the Metropolitan Transit Taxing District. Therefore, there is no regular route transit service existing or planned in the township.

Columbus Twp, is in Market Area IV. Service options for Market Area IV include dial-a-ride, volunteer driver programs, and ridesharing. Rural dial-a-ride service is provided by Anoka

County Traveler and Anoka County Volunteer. There is a park-and-pool lot located at I-35 and County Road 23.

### 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 Columbus Twp. 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](http://www.faa.gov/arp/ace/part77.cfm).

Flying in the metro region involves all types of aircraft including amphibian and float-equipped planes. For purposes of safe use of surface waters and compatible land use Communities should recognize 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 refer to the following web site: <http://www.revisor.leg.state.mn.us/arule/8800/2800.html>.

The Township is within the Influence Area of the Forest Lake Airport, which is owned and operated as a municipal facility. The airport functions as a general aviation facility and will continue its regional system role as a Special Purpose airport. A new category of airport has been added to the state system plan, which is also called Special Purpose; Columbus Twp. needs to review that change with MnDOT Aeronautics to see if it affects any future planning for the airport. The airport is not in the national plan of integrated airports (NPIAS); if the Columbus Township contemplates a change in the airports role it should request the Council to amend the regional system plan.

MSP International Airport is defined as the region's Major airport and is expected to fulfill that role for many years to come. A proposed MSP 2020 development plan is being examined and the city should monitor that planning process for potential implications it may have on the Forest Lake Airport. The Aviation Guide identifies a regional need for additional runway and hangar area improvements for traditional general aviation users, and the new light sport aircraft that will soon be joining the fleet. Some of that growth is expected to use the Forest Lake airport. Projects associated with this demand should be included in future capital improvement plans. The MAC has substantially increased fees at their reliever airports that may increase pressure on other public-use facilities in and near the metro area for aircraft storage. The MAC is currently evaluating on-site airport parcels for potential new [non-aeronautical] revenue opportunities. In addition, there is a task force review of MAC-owned reliever airports that is examining a revenue funding plan, review of outside management, and ability to close and/or sell airports. Potential

impacts to the regional system could occur, as a result of these reviews, and the township should monitor these activities for potential implications to its local airport

Forest Lake Airport has an approved airport zoning ordinance, however the township should review the MnDOT changes to Rules Chapter 8800 to see if revisions are necessary. The Council has previously reviewed a public acquisition feasibility study, city and township comprehensive plans and an airport area AUAR; but has not yet reviewed/approved an airport long term (10 year) comprehensive development plan for this facility. An airport plan and approved airport layout plan were not available as part of the 1998 local comprehensive plan updates. A long-term comprehensive development plan should be prepared by Forest Lake, and also used as input to the 2008 community comprehensive plan update.

Figure 4-2  
2030 Transitway Corridors

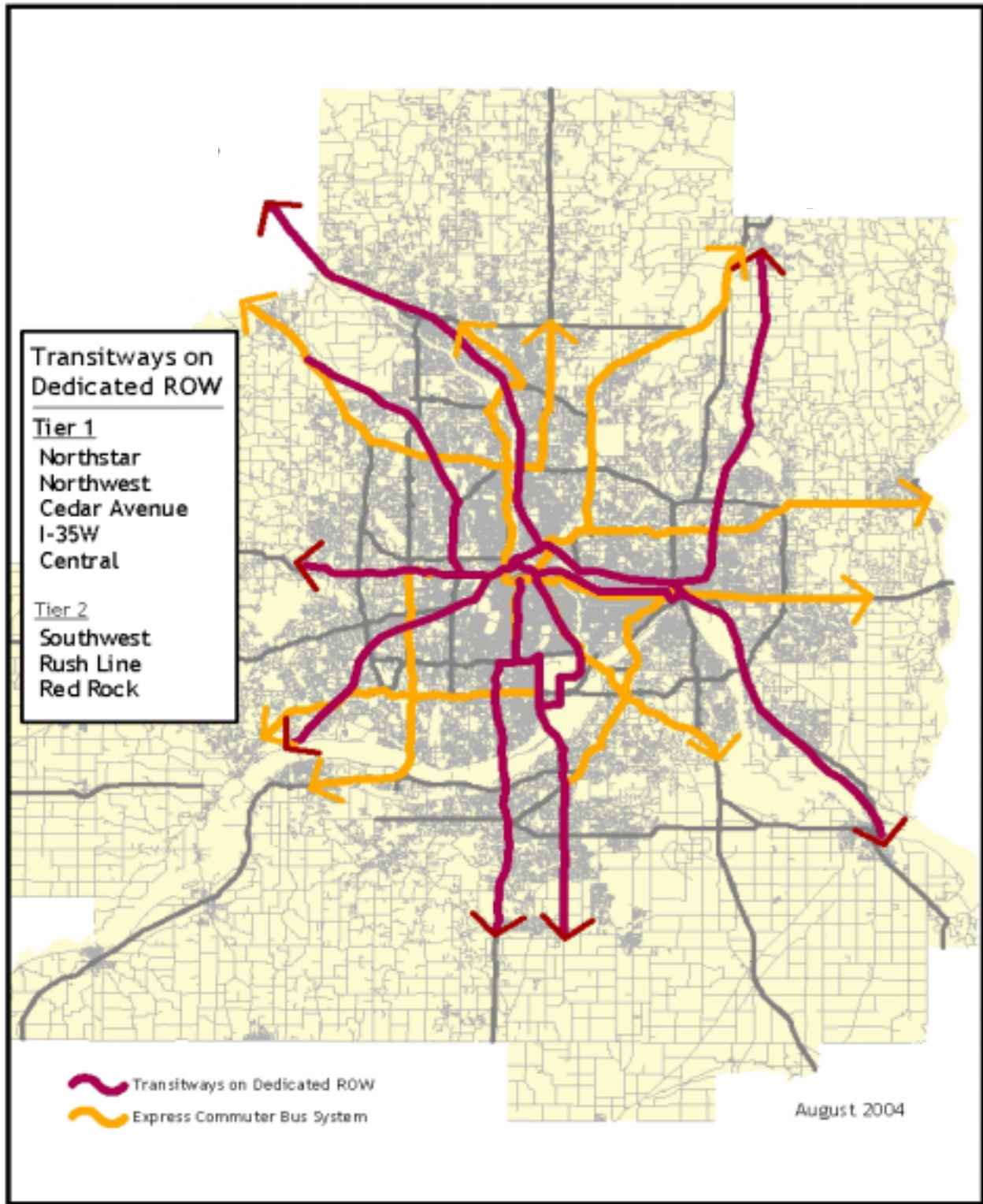
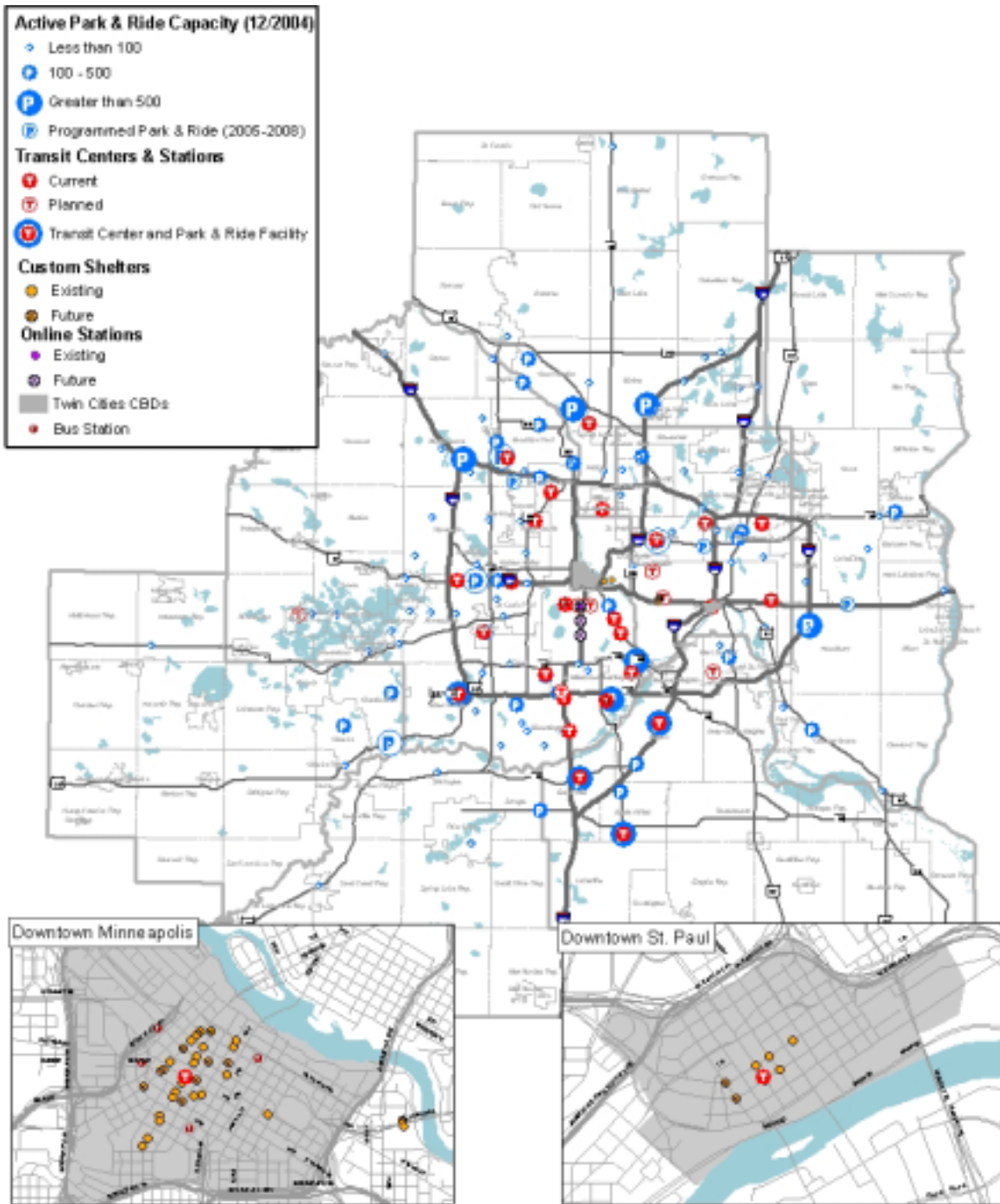


Figure 4-5  
Transit Passenger Facilities



**Figure 4-6  
Transit Support Facilities**

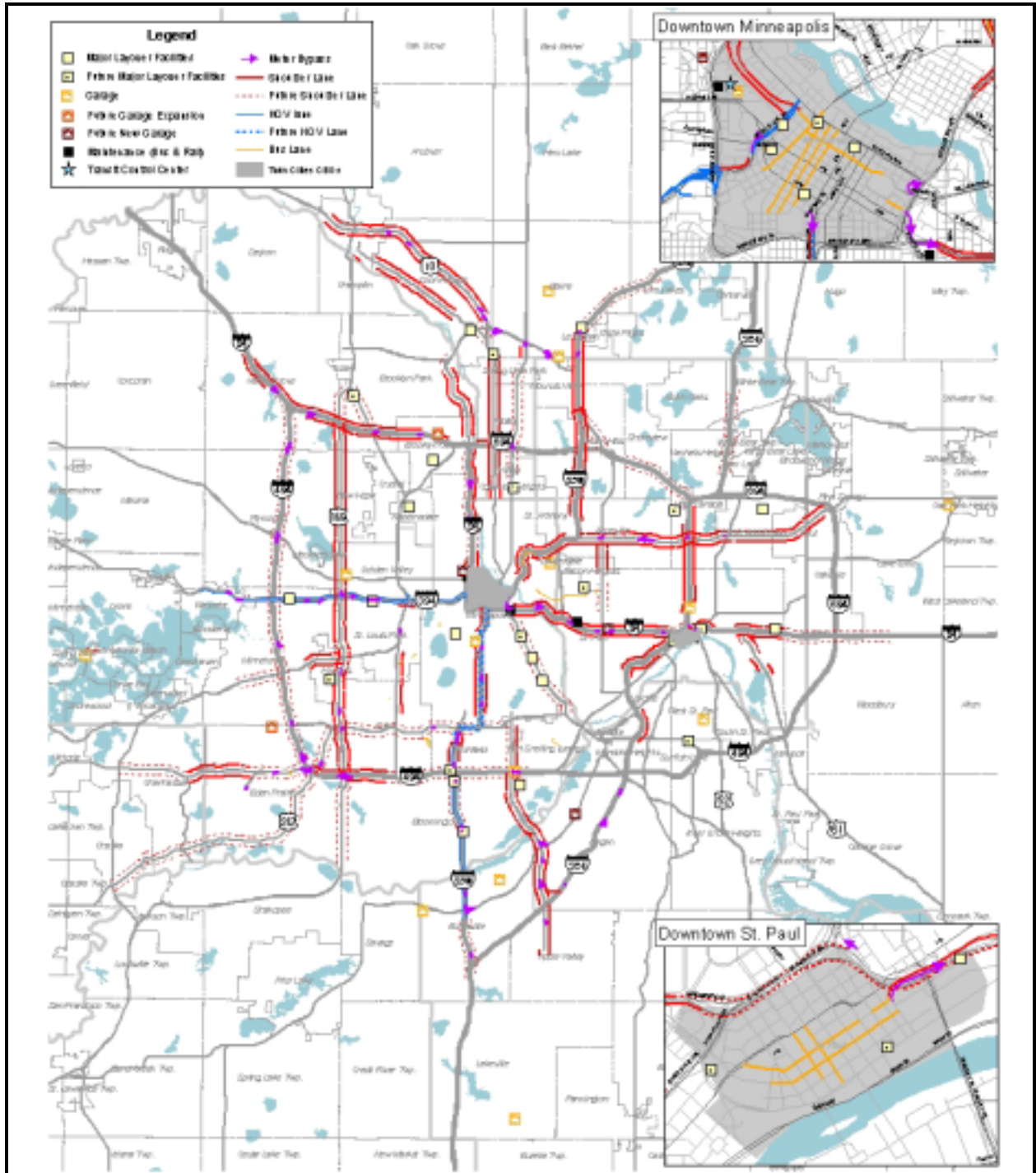


Figure 4-11  
2030 Constrained Metropolitan Highway System Plan Investment Priorities



**Table 4-11  
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 <sup>th</sup> 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**

<b>Highway</b>	<b>Project Description</b>
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 - *Columbus Township*

## Key Changes in the Plan

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

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

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

# System Plan Considerations Affecting Your Community

## 1. Metropolitan Sewer Service

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

### Forecasts:

The forecasts of population, households, employment, and wastewater flows for Columbus Township 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	0	1,040	1,620
Sewered Households	0	350	560
Sewered Employment	250	420	520
Average Annual Wastewater Flow (MGD)	0.01	0.09	0.13
Allowable Peak Hourly Flow (MGD)	0.04	0.36	0.51

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 community 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 community. Columbus Township, 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 Columbus Township 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.

Columbus Township is served by Council interceptor MSB 7029. This interceptor currently has an available capacity of 0.49 mgd to provide for the long-term needs of the township. The Council has several proposed interceptor improvement projects scheduled to support the long-term needs of the township. These improvements are shown in the *Water Resources Management Policy Plan* under the title of Northeast System improvements. These improvements should be completed by 2015. The township 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.

Increases in growth rates and resulting increases in flow beyond those shown in Table 1 may result in short-term capacity limitations within the MDS.

### **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 Columbus Township is the allowable peak hourly flow rate as shown in Table 1 and varies based on annual average flow.

### **Specific Requirements for the Sewer Element of the Township's Comprehensive Plan**

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

- A sewer map showing the township's existing service area and proposed trunk sewer system through 2030 and ultimate sewer service area.
- A table showing the projected population, households, employment and flow forecasts for the township for 2010, 2020 and 2030.
- A description of the township's I/I program. What efforts does the township make in the maintenance of its sanitary disposal system? Does the township 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. Columbus Township should adopt a management program consistent with state rules. An overview of Columbus Township's management program must be included in the community's local comprehensive plan update. If

adequate information on the management program is not included; the comprehensive plan will be found incomplete for review until the required information is provided to the Council.

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

Small private treatment plants are located throughout the metropolitan area serving such developments as individual industries, mobile home parks, and other urban type uses. The Council will not provide financial support to assist communities if these systems fail.

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

### **4. Surface Water Management**

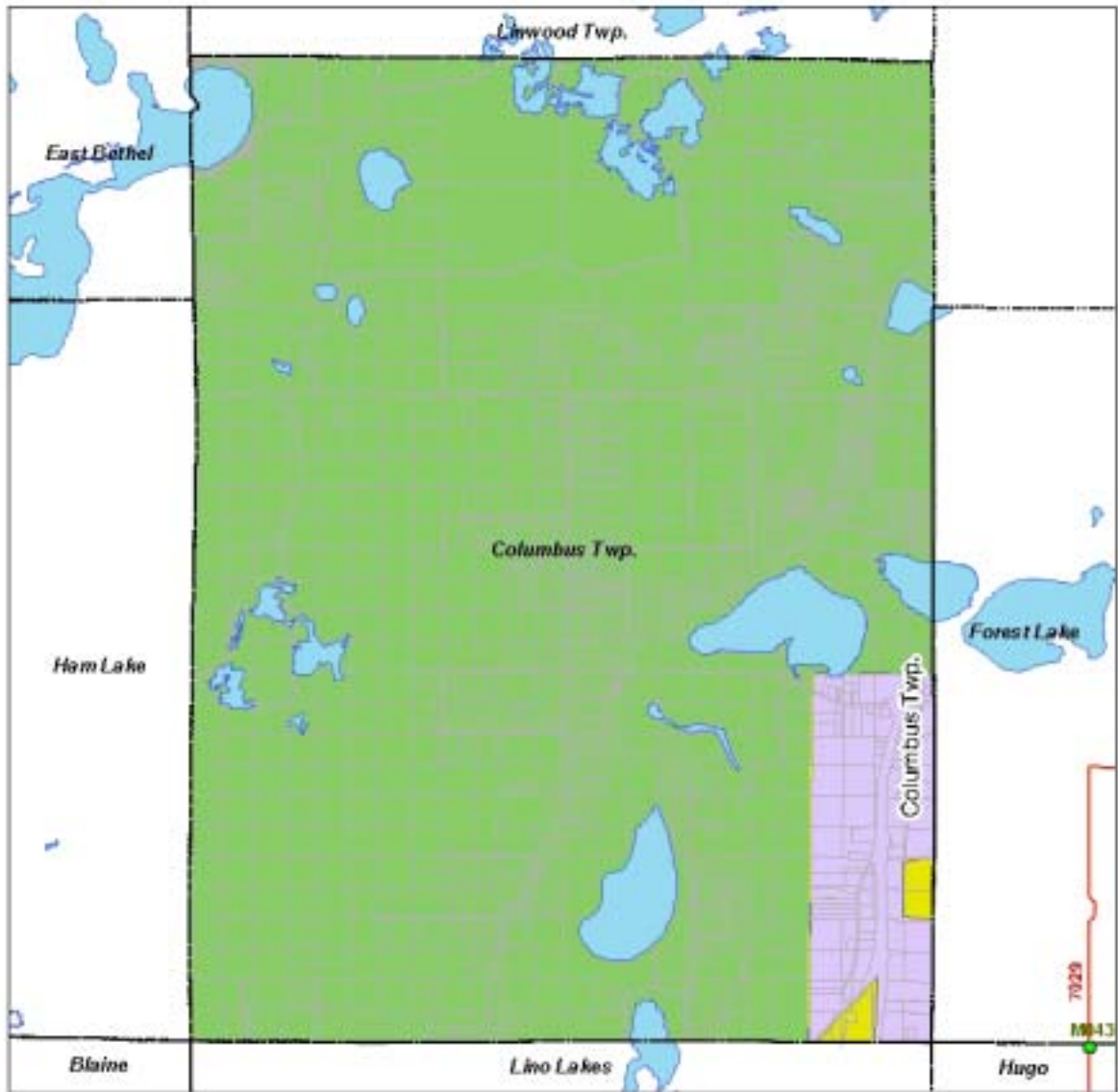
In 1995, Minnesota Statutes section 473.859, subd. 2, was amended to make the local surface water management plan required by Minnesota Statutes section 103B.235 a part of the land use plan of the local comprehensive plan. Section 103B.235 provides that a local surface water management plan should be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

Council records indicate that Columbus Township is in the Coon Creek and Rice Creek Watershed Districts and the Sunrise River Watershed Management Organization (see attached map). The Sunrise River watershed plan was approved by BWSR in 2001. The Rice Creek watershed plan was approved by BWSR in 1997. The Coon Creek watershed plan was approved by BWSR in 2004. Therefore, Columbus Township is required to update its local surface water management plan by the end of 2006. The plan should be submitted to the Council for its review concurrent with the review by the watershed management organizations. Failure to have an updated local surface water management plan consistent with the local surface water management plan content requirements found in Appendix B2-b of the *Water Resources Management Policy Plan* will result in a metropolitan system impact.

The Council also updated its priority lake list that was first developed in the 1980s as part of the *Water Resources Management Policy Plan* update. There is 1 priority lake, Coon Lake, in Columbus Township. The Council uses the priority lake list to focus its limited resources. The list is also used in the environmental review process. Where a proposed

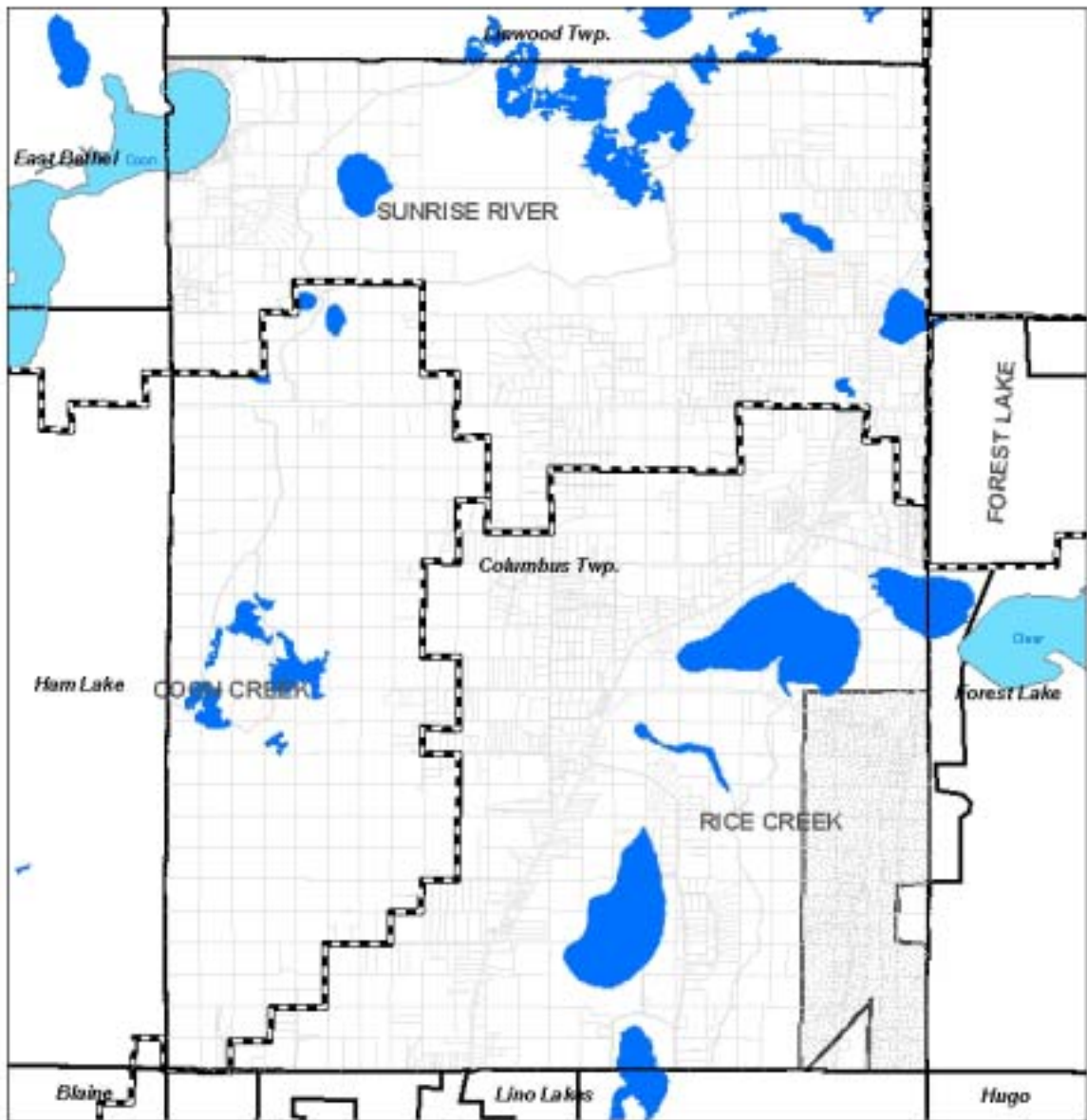
development may impact a priority lake, the project proposer must complete a nutrient budget analysis for the lake as part of the environmental review process.

# Columbus Twp.



- MCES Meter
- MCES Interceptor
- ▨ Future Meter Area
- Framework 2030**
- Developing Area
- Diversified Rural

# Columbus Twp.



# Regional Parks System Statement Columbus Township

## Key Changes in the Plan

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

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

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

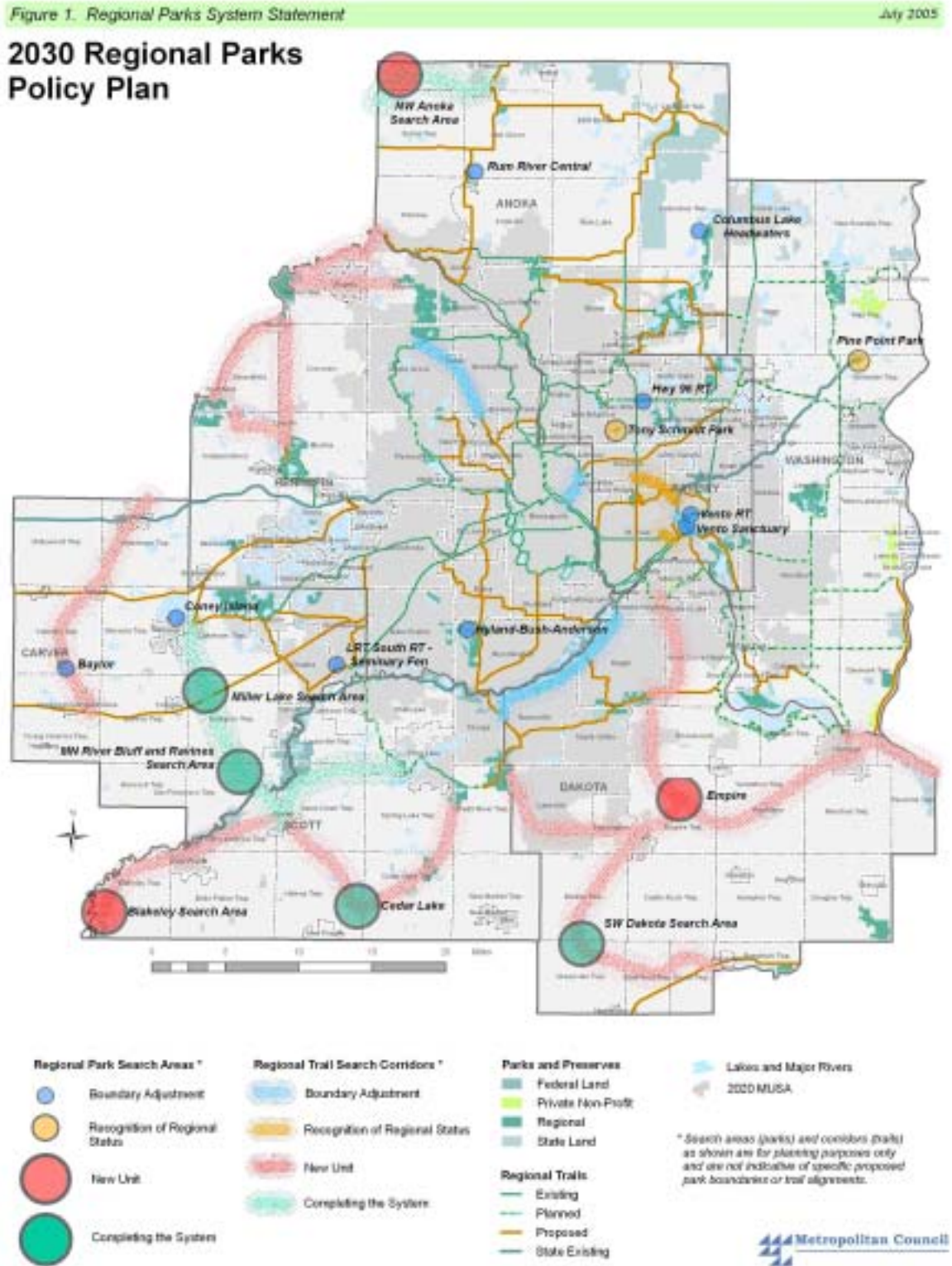
- ✓ **Designate two existing county parks and three trails as "regional."**
  - ◆ In Washington County, Pine Point Park
  - ◆ In Ramsey County, Tony Schmidt Park
  - ◆ In Ramsey County/St. Paul, three regional trails – Trout Brook, Summit Avenue, and Lexington Parkway
- ✓ **Acquire and develop three new parks. Search areas include:**
  - ◆ Northwestern Anoka County
  - ◆ Empire Township in Dakota County. Please note that the Metropolitan Council approved a park master plan and a boundary for the park has been established.
  - ◆ Blakeley Township in Scott County
- ✓ **Acquire and develop seven new trails. Search areas include:**
  - ◆ The Crow River, in Carver County and Three Rivers Park District
  - ◆ Both a north/south and an east/west trail traversing Dakota County
  - ◆ An east/west trail traversing Scott County
  - ◆ In Three Rivers Park District, a trail connecting parts of Baker Park Reserve; a trail connecting Baker and Crow-Hassan Park Reserves; and a trail connecting Crow-Hassan and Elm Creek Park Reserves
- ✓ **Acquire land within the current boundaries of 30 existing parks and four trails.**

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

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

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

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



# 1. Regional Park System Plan Considerations Affecting Your Community

## Regional Park System Units in your community

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

**Table 1: Regional Parks and Trails in Columbus Township**

Regional Park or Trail Unit Name	Master plan boundary of unit is set. Comprehensive plan should acknowledge boundary	Master plan boundary is not set. Comprehensive plan should acknowledge general location with final boundary or alignment subject to park or trail master plan
East Anoka County Regional Trail		X
Rice Creek Chain of Lakes Regional Park Reserve	X	

**East Anoka County Regional Trail** – This trail will connect Rice Creek Chain of Lakes Park Reserve on the south with Martin Island-Linwood Lakes Regional Park (RP) in the northeast part of Anoka County. The trail generally parallels Lexington Avenue. A small segment of the trail is completed in the south part of Ham Lake. The trail’s alignment in the township as shown in Figure 2 should be acknowledged in the township's comprehensive plan. John Von De Linde, Anoka County Parks Director, can be contacted for further information at 763-767-2860.

**Rice Creek Chain of Lakes Regional Park Reserve** – This unit has an approved master plan. A portion of the park reserve is located in the township.

The *2030 Regional Parks Policy Plan* includes six regional park boundary adjustments and seven regional trail boundary adjustments. One of them is an adjustment of the boundary of Rice Creek Chain of Lakes Regional Park Reserve. The primary purpose of the park boundary adjustment is to protect regionally significant natural resource areas with significant recreation potential and which are adjacent to the park. Any change to this park reserve boundary will result from an update to the Anoka County Park System Plan. Anoka County Parks Department is in the process of updating their plan and they will be reviewing the boundaries of the Rice Creek Chain of Lakes Regional Park Reserve as a part of that process. They will work with Columbus Township and others on the Anoka County Park System Plan update. John Von De Linde, Anoka County Parks Director, can be contacted for further information at (763) 767-2860. There may or may not be any expansion of the park in the township based on the conclusions of the Anoka County Park System Plan update process. The township’s comprehensive plan should reflect any park boundary change within the township’s limits.

## State lands

The following state park and open space (natural resource) units provide outdoor recreation opportunities and natural resource conservation for the public and are considered part of the regional recreation open space system. These facilities as shown in Figure 2 should be acknowledged in the township's comprehensive plan.

- Carlos Avery Wildlife Management Area – Minnesota DNR
- Lamprey Pass Wildlife Management Area – Minnesota DNR

For more information about the DNR sites, call 651-296-6157.

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

**Figure 2: Map of Columbus Township with the Regional Park System units in the township and adjacent to the city**

