

2040 Comprehensive Plan



Spring Lake Park,
MN

Amendment

March 16, 2020



Acknowledgements

This Comprehensive Plan would not have been possible without the collaboration of City staff, Planning Commission Members, City Council Members, consultant staff, and the general public. A special thanks to these team members for the dedication and effort they gave to make this Plan a success.

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Chapter 1: Background

INTRODUCTION

A Comprehensive Plan is a tool to implement a community's long-range vision for the future. The Comprehensive Plan addresses many aspects related to City infrastructure and services, including transportation, land use, water systems, housing, parks and trails, and the overall vitality of the City. The plan provides a guide for elected officials to use when making decisions. The goal of the comprehensive planning process is to develop a plan that is a key resource for the community to use when facing issues such as redevelopment, locating a new park, or determining future transportation needs.

The Comprehensive Plan also serves as a legal foundation for rules and regulations adopted by the community, such as the zoning ordinance and subdivision regulations. The Comprehensive Plan shapes the community's zoning code and regulations, and can be used to guide land uses to best serve the community's changing needs. To ensure that the Comprehensive Plan addresses the needs of the community, full engagement from City staff, elected officials, committees and commissions, and the public is essential.

The comprehensive planning process is a systematic, ongoing, forward-looking process of analysis of opportunities and constraints, for the purpose of formulating a plan to accomplish the community's goals and objectives. To plan effectively, the City needs a clear and comprehensive understanding of current conditions, and influences and trends that will shape the community's future.

Comprehensive plans are required to be completed every ten years by the Metropolitan Council. Communities within the 7-County Metropolitan Area are required to complete comprehensive plans by the Metropolitan Land Planning Act.

This Comprehensive Plan is organized into chapters, based on the different elements affecting the City. Chapter 1 begins with a summary of the planning process and identifies existing demographic and economic conditions that shape Spring Lake Park. The following five chapters address key elements of the Plan, identifying goals and policies for future development, mapping and describing existing conditions, and describing relevant programs. These plan elements include:

- Chapter 1: Background
- Chapter 2: Land Use
- Chapter 3: Housing
- Chapter 4: Parks, Trails, and Community Facilities
- Chapter 5: Transportation
- Chapter 6: Water Resources
- Chapter 7: Implementation

The plan concludes with an implementation chapter which identifies land use controls, the plan amendment process, and the City's Capital Improvements Program. The implementation chapter is critical to the success of the Plan, as it develops action steps to turn the goals and policies identified in each chapter to tangible projects in the community.

PLANNING PROCESS

This Comprehensive Plan is the result of a process that included a series of public meetings and background data analysis. The first step in the process was a review of current conditions, as well as influences and trends that will shape the community's future. Background information included: past and current trends in demographic data; land use; surface water, public utilities and facilities; transportation; and parks and recreation areas. An assessment of these characteristics is an important element in developing goals and policies that are consistent with existing conditions in the City.

The City kicked off the planning process by reviewing and updating background and demographic data and developing a planning process that would identify issues, develop goals, policies, and alternatives, and create an implementation plan to address the future development of Spring Lake Park. The City's Planning Commission members served as guides throughout the process, sharing feedback through all phases.

Following the background analysis, a Planning Commission meeting was held with members of the Spring Lake Park Planning Commission and City Staff in February of 2018 to identify key strengths, weaknesses, and opportunities in the community. Key strengths and opportunities identified by residents included transportation access for all modes, parks and public facilities, and a diverse and affordable housing stock. Key weaknesses included maintenance of public facilities and buildings, a lack of east-west transit options, and maintaining aging housing stock. A complete summary of comments received from this meeting is included in Appendix A. These responses were used to revise goals and policies for each plan chapter, so that they reflected the concerns of the community.

In April 2018, the City hosted a community meeting to present background information, share the goals and policies, and identify any other issues that needed to be incorporated into the Plan. A complete summary of comments received from this meeting is included in Appendix A.

The information presented in the background report and input provided from community residents provided a foundation for developing the Comprehensive Plan. Following consensus on the goals and policies, a future land use plan was developed. Because the City is fully developed, the future land use plan will be used to guide redevelopment in certain areas of the City.

After development of the City's future land use plan, the City's existing sewer and water, surface water, parks and transportation plans were revised to provide consistency with the 2040 Future Land Use Plan. A final draft of the Comprehensive Plan was presented to the Planning Commission on May 29, 2018 and recommended for approval on June 25, 2018. After input from the Planning Commission, the Plan was revised and presented to the City Council for authorization to submit the plan for adjacent community review. After the six-month review period, the Council adopted the final plan contingent on Met Council approval on June 17, 2019.



CITY BACKGROUND

The City of Spring Lake Park was established in December of 1953, when residents of the township voted to approve incorporation. Today the City remains relatively small, with an estimated 2016 population of 6,519. Most of Spring Lake Park is located in southern Anoka County, but a small portion in the eastern part of the City lies within Ramsey County (Figure 1-1). The City is located approximately 12 miles north of downtown Minneapolis. Neighboring communities include Blaine to the north, Mounds View to the east, Fridley to the south and east, and Coon Rapids to the northwest. Spring Lake Park is served by several major highways. State Highway 47 (University Avenue) runs along the western edge of the City, and State Highway 65 and County Highway 10 (formerly US Highway 10) intersect in the northeast quadrant of the City.

The City’s last Comprehensive Plan Update was adopted in the year 2009. The 2009 Plan’s focus was planning for the year 2030. Conditions in the City have not changed significantly since the 2009 Plan was completed. Therefore, current planning efforts will focus on identifying City infrastructure and system needs for 2040, discussing possible redevelopment areas, and developing a plan that meets Met Council requirements. The Metropolitan Council has identified Spring Lake Park as a “Suburban Community,” which means development primarily occurred prior to and during the 1980s and 1990s. The Council forecasts a demand for walkable places where people can gather, including amenities, higher density housing, and civic and institutional spaces. It is anticipated that most development will occur through redevelopment of existing properties, since Spring Lake Park is already built-out.

Population Projections

To assist local communities in preparing their Comprehensive Plan, the Met Council has population, household, and employment forecasts for each community. These forecasts, as first presented in the City’s System Statement prepared by the Met Council in 2015 (Appendix B) and subsequently amended in August 2016, are presented in Table 1-1.

Table 1-1: Forecasts (source: 2010 Census; 2016 American Community Survey; Metropolitan Council)

	2010	2016	2020	2030	2040
Population	6,412	6,519	6,700	7,000	7,400
Households	2,672	2,698	2,880	3,000	3,200
Employment	3,000	2,879	3,280	3,450	3,600

Demographic Trends

Demographic trends within a community and the surrounding area are important, as these trends provide insight into future community issues and needs. A variety of demographic trends are analyzed on page 1-5. Comparisons are made between the City of Spring Lake Park and Anoka County as a whole to provide a point of reference.

Community Designations City of Spring Lake Park, Anoka and Ramsey Counties

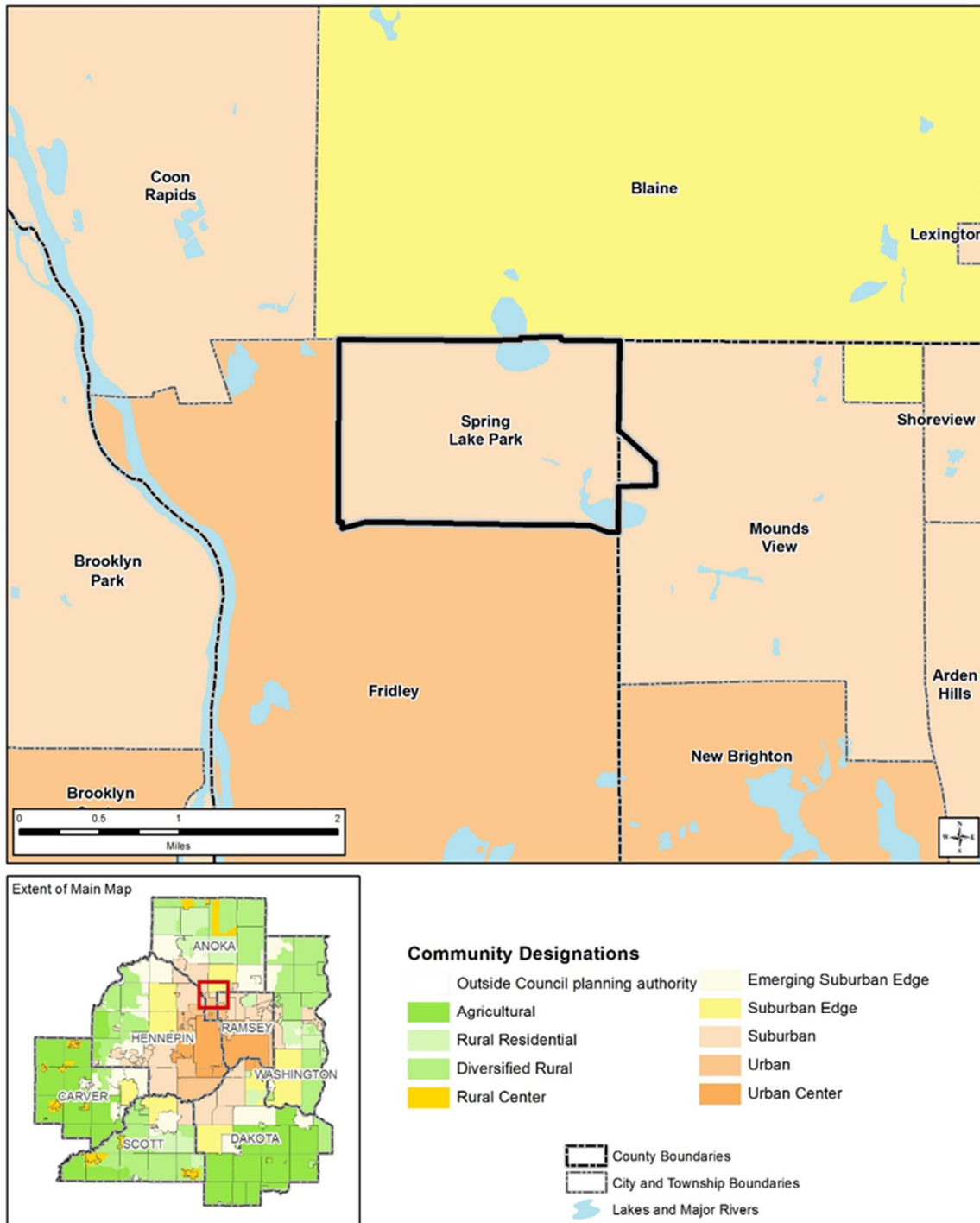


Figure 1-1: Community Designation

Population and Household Growth

As demonstrated in Figure 1-2, Spring Lake Park’s population has remained stable in recent decades. The City’s population in 1980 was 6,447. The City’s 2006 population was estimated at 6,623. As Figure 1-2 demonstrates, the City did experience some growth between 1990 and 2000, adding approximately 200 residents, an increase of nearly 4 percent. This population increase, however, was erased between 2000 and 2010 due to effects of the “Great Recession” which began December 2007. The City’s population is forecasted to increase 13.6 percent by 2040, with a projected 2040 population of 7,400. Given that the City is currently fully developed, this growth will most likely be accommodated through infill development at higher densities.

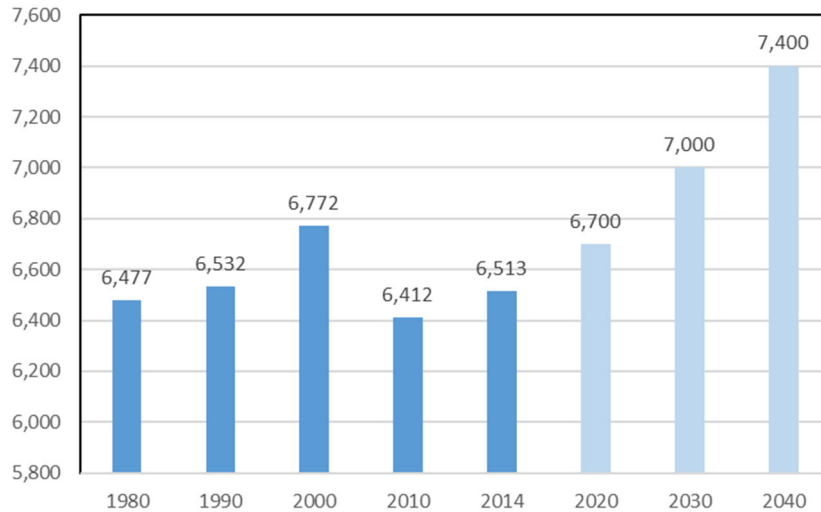


Figure 1-2: Historic and Forecasted Population (source: Metropolitan Council)

Comparatively, Anoka County’s population has increased substantially in recent decades, as demonstrated in Figure 1-3. This growth is forecasted to continue within Anoka County. The significant population increases in Anoka County can be explained by the large amount of undeveloped land within Anoka County to accommodate population increases. Conversely, because Spring Lake Park has been built-out for several decades, it has not experienced significant growth.

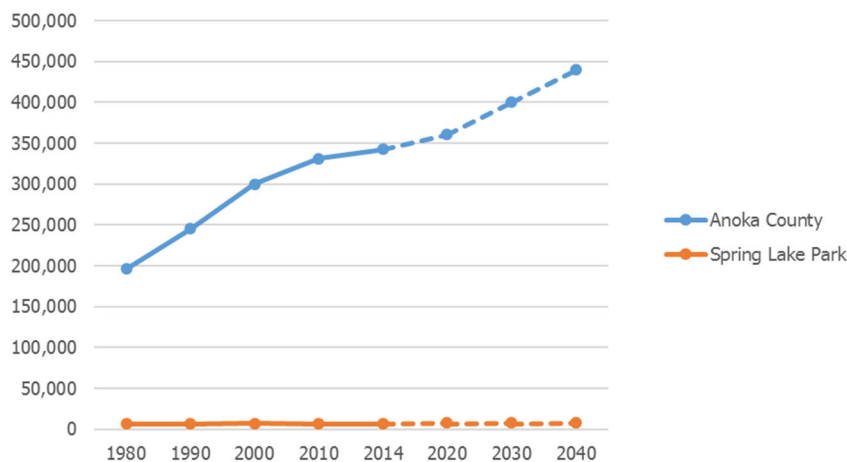


Figure 1-3: Anoka County and City Population Comparison (source: Metropolitan Council; 2010 Census)

Household trends often have more significant impacts for communities than population trends, as household numbers more directly relate to housing and land use needs and development. Household trends in the City of Spring Lake Park and Anoka County closely follow population trends in the two jurisdictions. As shown below in Figure 1-4, the number of households in Spring Lake Park has increased from 1,992 households in 1980 to 2,698 in 2014. The increase in households does not correspond to significant increase in population, which can likely be explained by the recent trend of decreasing household sizes. By 2040, it is forecasted that the number of households in the City will increase to 3,200.

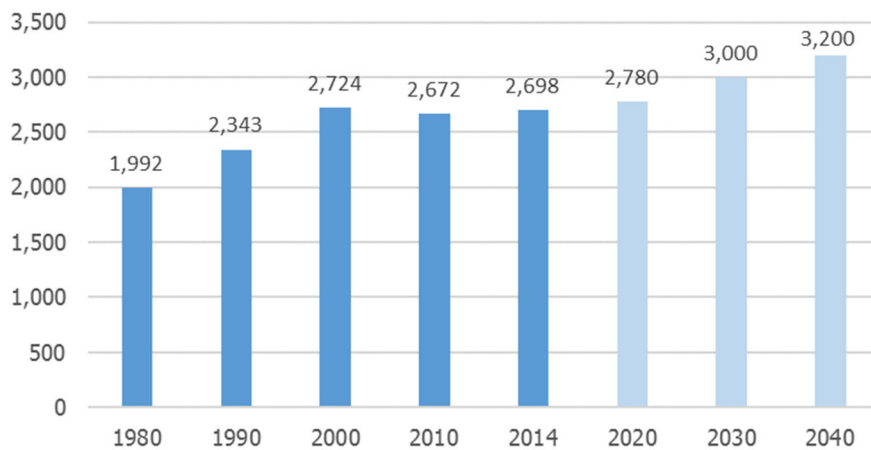


Figure 1-4: Actual and Projected Households (source: Metropolitan Council)

Figure 1-5 demonstrates significant increases in the forecasted number of households for Anoka County compared to a relatively small increase for Spring Lake Park. Again, this increase can be attributed to the large undeveloped portions of Anoka County available to accommodate additional growth. Because Spring Lake Park is fully developed, it will not absorb as large a percentage of the region’s growth as other developing communities in Anoka County.

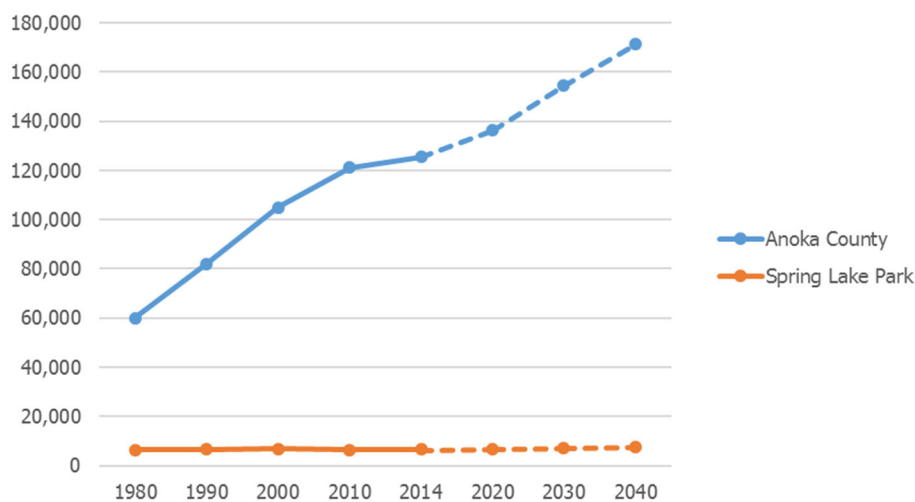


Figure 1-5: Actual and Projected Households in Anoka County and Spring Lake Park (source: Metropolitan Council, 2010 Census)

Age Distribution

In 2010, the median age of Spring Lake Park’s population was 41.2 years. The City’s historic median age trends demonstrate that the City’s population is aging. For example, in 1970, the median age was 20.5. The City’s age distribution for the year 2010 is shown below in Figure 1-6.

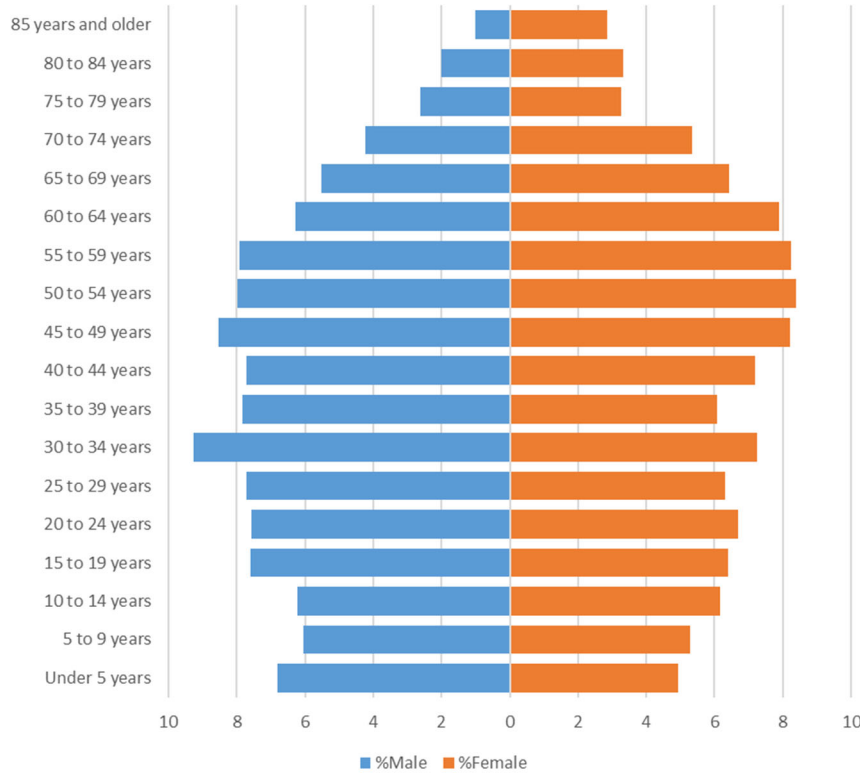


Figure 1-6: Population Pyramid for Spring Lake Park, 2010 (source: 2010 Census)

The City’s age distribution reflects a common trend, with a large percentage of the population between the ages of 45 and 64 in the year 2010. This large age group represents the baby boom generation. The aging of the baby boom generation will have a significant effect on the community in upcoming decades as the needs of its residents change.

Racial Diversity

The racial make-up of Spring Lake Park is presented below in Figure 1-7. The City of Spring Lake Park is predominately white (77 percent). The largest minority populations in Spring Lake Park are Hispanic or Latino and Asian or Pacific Islander. Approximately 6.0 percent of the population identified as Asian or Pacific Islander, and 7.0 percent identified as Hispanic or Latino. Since the 2030 Comprehensive Plan, the City has seen an increase in racial diversity, with both racial groups doubling in size.

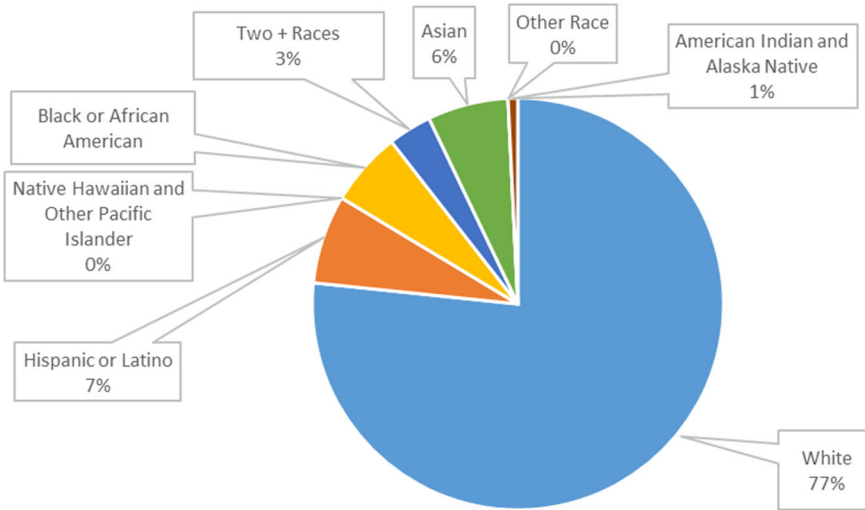


Figure 1-7: Racial Diversity in Spring Lake Park (source: 2015 American Community Survey)

Education

The educational attainment for the Spring Lake Park population is presented in Figure 1-8. This information is relevant for communities, as it affects the local economy and economic development opportunities, as well as potential needs of residents. As demonstrated below, most residents in Spring Lake Park have obtained a High School Diploma (91.0 percent) and many others have completed some college or higher education (58.0 percent). There has been significant growth in the educational attainment of the city’s residents, as the number of residents attaining a bachelor’s degree or above has increased nearly 32 percent since the 2000 census.

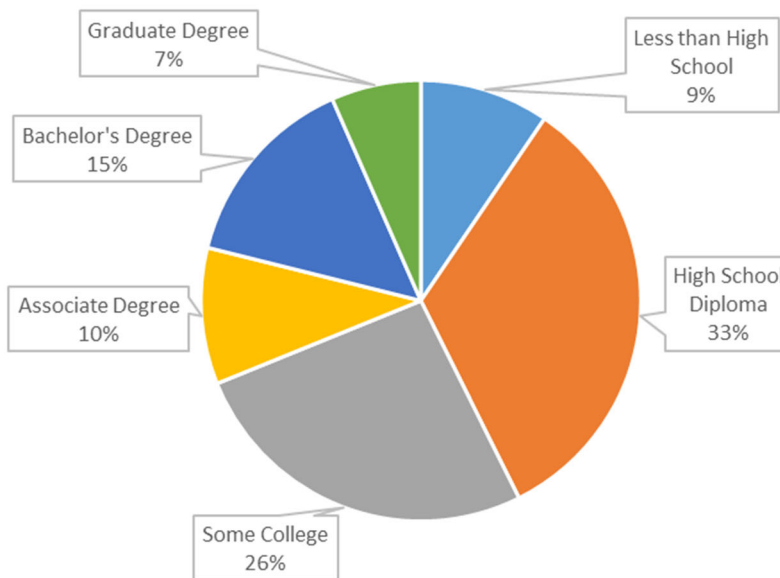


Figure 1-8: Educational Attainment (source: 2015 American Community Survey)

Economic Overview

The economic health of a community is important to maintain a high standard of living for existing residents and to attract new residents. The following information identifies employment and related economic trends.

Employment

Historic and forecasted employment data is presented below in Figure 1-9. The number of jobs in Spring Lake Park increased steadily between 1970 and 2000, as the number of jobs within the City increased from 730 in 1970 to 4,603 in 2000, an increase of 530 percent. Employment dropped significantly in the decade between 2000 and 2010; many of the jobs were lost in the latter part of the decade due to job losses from the “Great Recession” which began in December 2007. Employment growth is expected to level off, with a 2040 forecast of 3,600 total jobs. The ratio of jobs to population in Spring Lake Park is 2.3 residents for every job in the City in 2010. Major employers in Spring Lake Park include Spring Lake Park School District, Aggressive Industries, Rise, and Spring Lake Park Lumber.

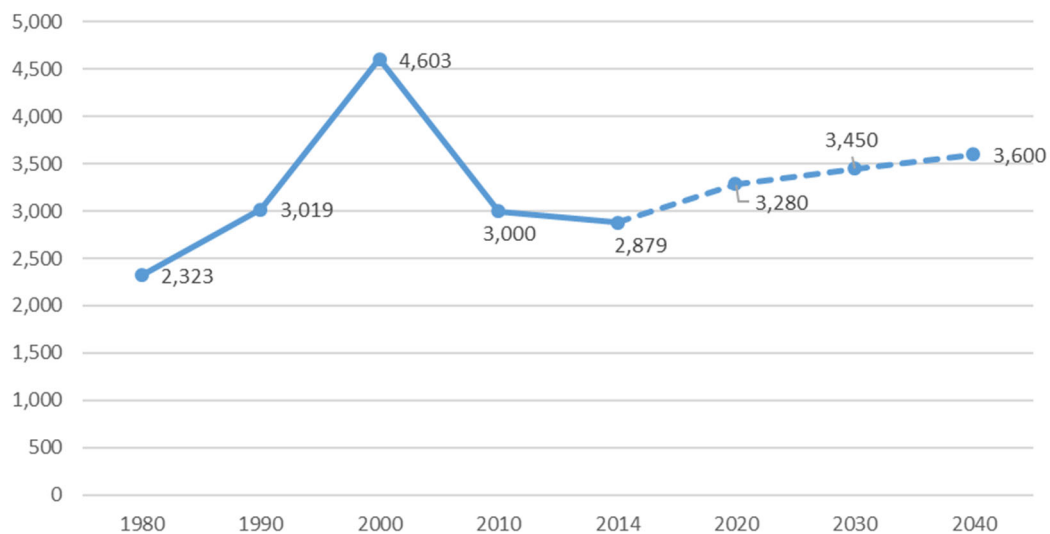


Figure 1-9: Employment in Spring Lake Park (source: Metropolitan Council)

Commute and Transportation

Figure 1-10 identifies the mode of transportation residents of Spring Lake Park use to access their jobs in 2015. A majority of residents (78 percent) drove alone to work. Approximately 11 percent of residents carpooled, and nearly five percent used public transportation. The number of residents who worked at home has doubled since the 2000 census, reflecting the technological advances that have occurred over the past 15 years that allows more residents to work productively from home.

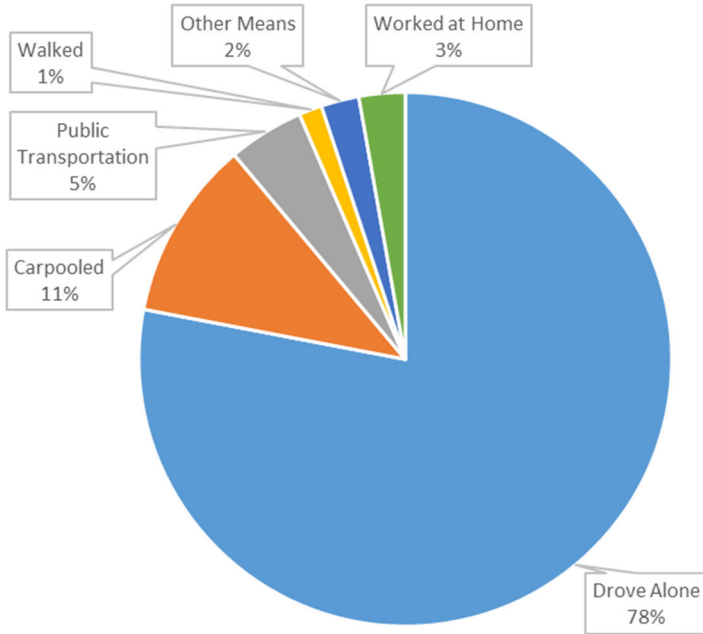


Figure 1-10: Means of Transportation to Work (source: 2015 American Community Survey)

Despite the large number of jobs within Spring Lake Park, a majority of residents worked outside of the City. The average commute time for Spring Lake Park residents in 2015 was 24.2 minutes. It is likely that this number has increased significantly in recent years due to increasing congestion in the metropolitan area.

Household Income

The median household income in 2015 in Spring Lake Party was \$51,719, an increase of 10.8% from 2000. Figure 1-11 presents a comparison of income distribution for the City of Spring Lake Park and the Minneapolis-St. Paul metropolitan area.

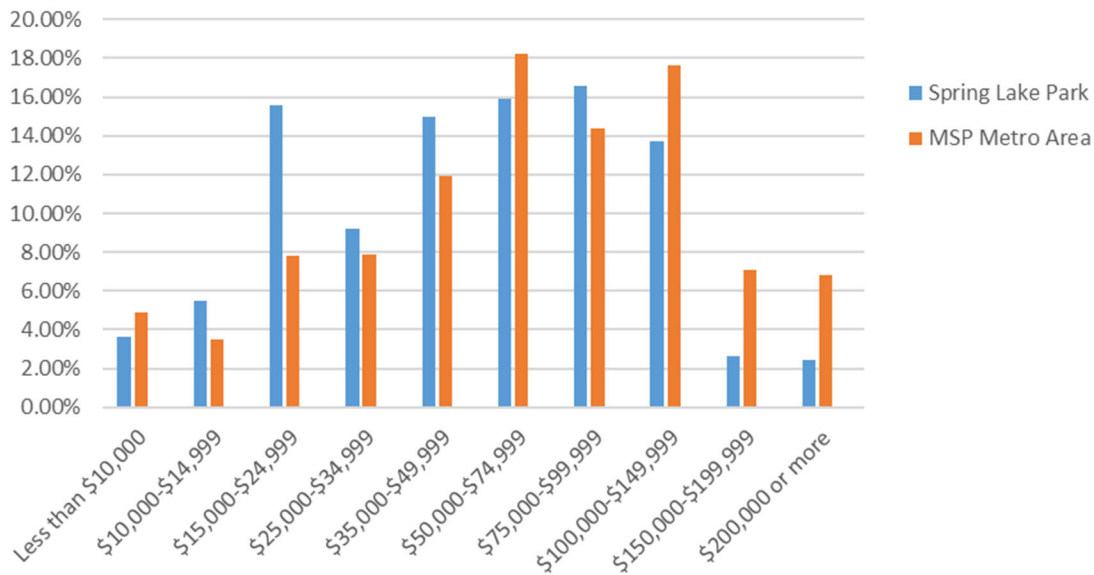


Figure 1-11: Household Income Distribution (source: 2015 American Community Survey)

The median household income for Spring Lake Park is lower than the median household income for Twin Cities metro and Anoka County as a whole (Figure 1-12).

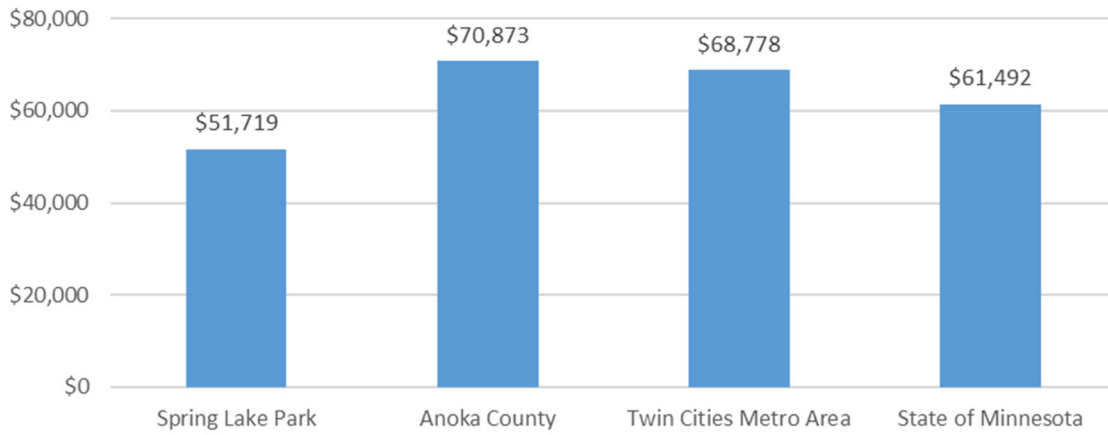


Figure 1-12: Median Household Income Comparison (source: 2015 American Community Survey)

Spring Lake Park’s median income has not kept pace with the growth in median income from either Anoka County, the Twin Cities Metro Area and the State of Minnesota. While the City’s median income grew by 10.8 percent since 2000, Anoka County’s grew by 22.7 percent, the Twin Cities Metro Area’s grew by 26.7 percent and the State of Minnesota’s grew by 30.5 percent. The City’s median income can have an impact on the local economy and housing and transportation needs for residents.

Chapter 2: Land Use

INTRODUCTION

The Land Use Chapter identifies the specific land use categories and strategies for future growth and redevelopment in Spring Lake Park. The land use categories are the framework upon which the official controls, such as the zoning ordinance and subdivision regulations, are based. The plan elements contain the regulatory concepts for residential growth, commercial and industrial development and environmental protection. The plan elements and land use planning decisions are based on Goals and Policies developed during the Comprehensive Plan update process.

Land Use Goals and Policies

The City of Spring Lake Park's land use goals include the following:

1. Provide for a mix of residential land uses to provide life-cycle housing for residents.
2. Provide for industrial uses to sustain and broaden the city's economic base.
3. Provide for a mix of commercial uses that provide goods and services to residents and that benefit from the city's proximity to major highways and roads.
4. Provide for public uses to serve the needs of residents.
5. Provide for parks that provide recreational opportunities for residents
6. Support growth consistent with the Metropolitan Council's regional growth strategy.
7. Encourage the redevelopment of under-utilized properties in a manner that achieves the highest and best use, eliminates blight, and increases the community's tax base while mitigating impacts on surrounding land uses.

Policies reflect the position of the City on the specific implementation of the Goals listed above. It is the policy of the City of Spring Lake Park to:

1. Establish a future land use plan that will enable the City to meet its population, and household and employment forecasts.
2. Provide for the rezoning of properties currently improved with residential uses but designated for commercial or industrial uses by the adopted comprehensive plan update, at such time as proposals for industrial or commercial developments are presented to the City for review, with the intent that current residential property owners with nonconforming uses shall not be jeopardized in the event that a natural or man-made disaster destroys their dwellings.
3. Work with property owners to create redevelopment standards in existing single-family residential neighborhoods that are consistent with neighboring homes.
4. Continue to provide for zoning restrictions on properties designated for commercial/industrial uses so that there will be appropriate buffers between commercial/industrial development and adjacent residential uses.
5. Approve ordinance provisions that are consistent with land use designations established in the adopted comprehensive plan update.
6. Review and amend the City's Code of Ordinances and Zoning Code as needed to reflect changes in the community.

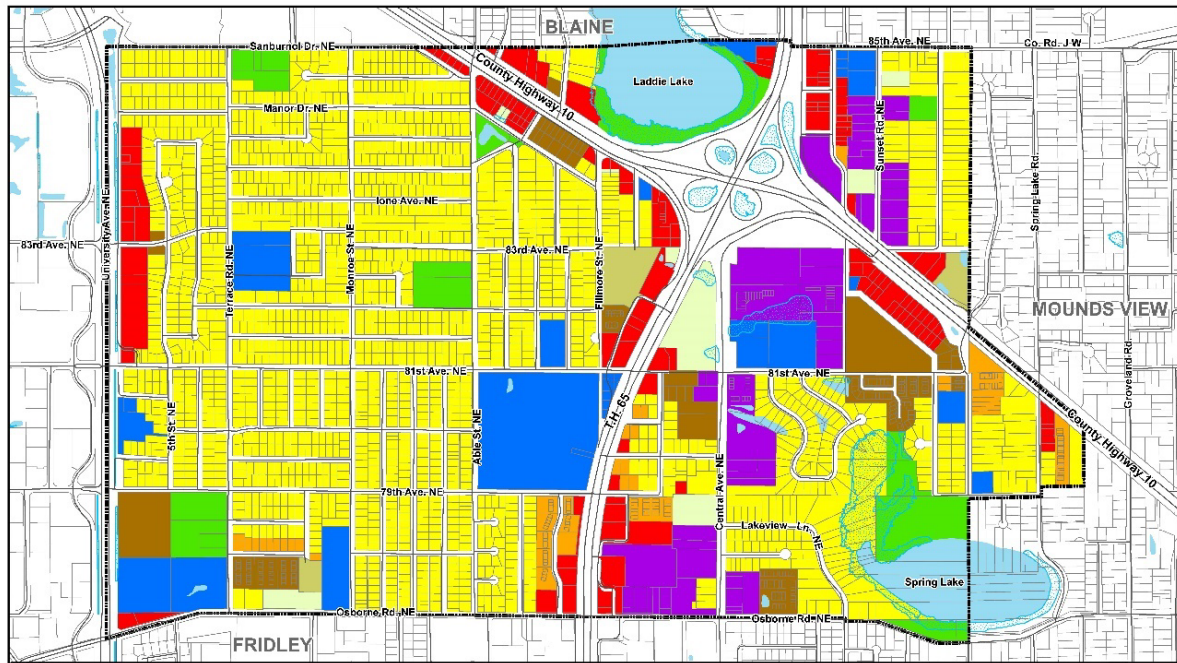
EXISTING LAND USE

Despite its small size, Spring Lake Park includes a variety of land uses including industrial, commercial, public/semi-public, park, and low-, medium-, and high-density residential. Table 2-1 shows acreages of existing land uses. Net acreages (including wetland areas) are included in Table 2-1. It is important to note that all acreage calculations have been rounded. Figure 2-1 shows a map of existing land use in Spring Lake Park that corresponds with the information presented in Table 2-1.

As shown in Table 2-1, low density residential is the predominant land use in the City (39 percent). Two family dwellings are permitted in the low density residential district through Conditional Use Permit. The City also includes a manufactured home park, and scattered townhomes, duplexes, and apartment buildings. Housing stock throughout the City is discussed in detail in Chapter 3: Housing.

Commercial uses are concentrated along major transportation corridors in the City: University Avenue, Highway 65, and Highway 10. Commercial businesses consist mainly of retail stores or service providers, with a few office buildings. Industrial uses are mainly clustered north of the intersection of Highway 10 and Highway 65 and at the intersection of Osborne Road and Old Central (CSAH 35).

Public and Semi-Public Uses, which may consist of government buildings, churches, schools, and hospitals and clinics, also make up a large portion of the total land use in the City (7 percent of the total net acreage). Significant public uses in the City include the Spring Lake Park High School located just south of 81st Ave NE between Able St NE and Highway 65 and the Independent School District 16 administration offices located just north of 81st Avenue NE and east of Central Ave NE.



2018 Existing Land Use

Spring Lake Park 2040 Comprehensive Plan



-  City Boundary
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Senior/Handicapped Residential
-  Commercial
-  Commercial/Industrial
-  Public/Semi-Public
-  Park/Open Space
-  Vacant
-  Open Water
-  NW Wetland

Note: This is the existing land use in Spring Lake Park in 2018. Existing land use may differ from zoning and future land use.

April 16, 2019



Figure 2-1: 2018 Existing Land Use

Table 2-1: Existing Land Use Acreages

2018 Existing Land Use	Gross Acres	Percent of City	Net Acres	Percent of City
Low Density	542.2	40%	529.8	39%
Medium Density	22.3	2%	22.3	2%
High Density	53.4	4%	53.3	4%
Senior/Handicapped Residential	12.4	1%	12.4	1%
Commercial	79.1	6%	79.0	6%
Commercial/Industrial	78.9	6%	76.0	6%
Public/Semi-Public	97.9	7%	96.5	7%
Park/Open Space	57.3	4%	39.9	3%
Vacant	21.1	2%	20.2	2%
Right-of-Way	334.6	25%	327.1	24%
Open Water	48.8	4%	48.8	4%
NWI Wetland	-	-	42.7	3%
Total City	1,348.0	100%	1,348.0	100%

* Right-of-Way is left white on following map

FUTURE LAND USE

Because Spring Lake Park is fully developed, land use in the City will not change significantly during this comprehensive planning period. The City's future land use categories include the following:

- **Low Density Residential:** Single-family detached housing and scattered duplexes at a density of 1 to 3 units per acre.
- **Medium Density Residential:** Attached housing, including quad homes, townhomes, and row homes at a density of 3 to 10 units per acre.
- **High Density Residential:** Attached housing, including condominiums and apartment buildings at densities between 10 units and 25 units per acre.
- **Commercial:** Retail sales and services, including professional services, hotels/motels, recreational services, and private institutional uses.
- **Commercial/Industrial:** Manufacturing of all kinds, including assembly of products produced elsewhere, facilities involved in the movement of goods, warehousing, construction, communications, utilities and wholesale sales.
- **Public/Semi-Public:** Buildings and adjacent lands of schools (both public and private), hospitals, churches, cemeteries, and all facilities of local, state, and federal government.
- **Mixed Use:** Areas designated "Mixed Use" are intended to provide flexibility to allow complementary uses within a district. Land uses include High Density residential uses (80 percent of land uses) with a density of at least 10 units per acre and commercial uses (20 percent of land uses). Site design should focus on walkability, preservation of open space, and access to commercial uses.
- **Parks/Open Space:** Park, open space, and recreational facilities owned and operated by local, regional, state and federal governments
- **Right-of-Way:** Public or private vehicular, transit, and/or pedestrian rights-of-way
- **Open Water:** Lakes
- **NWI Wetland:** Wetlands identified in the National Wetland Inventory.

Acres for the City's future land use category are presented below in Table 2-2. It is important to note that acreages are rounded in this table. Planned future land use in the city is mapped in Figure 2-2.

Low Density residential will remain the predominant land use in Spring Lake Park, occupying 501 acres of the City. The City is planning to accommodate additional Medium Density Residential, which is defined as attached housing such as townhomes, at a density of 3 to 10 units per acre. Currently the City contains 22.3 acres of Medium Density Residential, however this is planned to increase slightly to 23.8 acres by 2040. These additional areas of Medium Density Residential will provide capacity for some of the City's projected 2040 growth. High density residential areas include existing apartment buildings, mobile home parks, and senior/housing with services at densities between 10 units and 25 units per acre.

Because the community of Spring Lake Park already has a vast supply of affordable housing, and because the community's population is aging, redevelopment in the High Density Residential Districts will be directed towards accommodating senior residents. Providing senior housing for residents will help Spring Lake Park to achieve its goals for the provision of life-cycle housing within the community.

The future land use plan also identifies additional areas of commercial and industrial areas. Currently, the City contains 79.0 acres of Commercial uses. The 2040 Plan identifies 98.1 acres, with the largest

growth in commercial areas at the future Hy-Vee site. Similarly, Industrial areas are planned to increase from 76.0 acres to 86.4 acres. Much of this development will occur on land within the City that is currently vacant. The provision of additional commercial and industrial lands will provide additional employment opportunities within the City, enabling the City to meet its projected employment. Additionally, providing new commercial and industrial areas will broaden the City's tax base, which could potentially reduce the tax burden on residential properties.

A mixed-use area is planned along Highway 65, south of 81st Avenue NE. This area will feature a mixture of commercial and High Density residential uses. It will be an important center for the community with easy access to the High School, Highway 65, City Hall, and commercial development north of 81st Avenue NE. When developed, this area could accommodate projected household and population growth in the city.

Because the City is fully built-out, land use change will occur through redevelopment. Areas likely to redevelop are discussed in the next section of this chapter: Potential Redevelopment Areas.

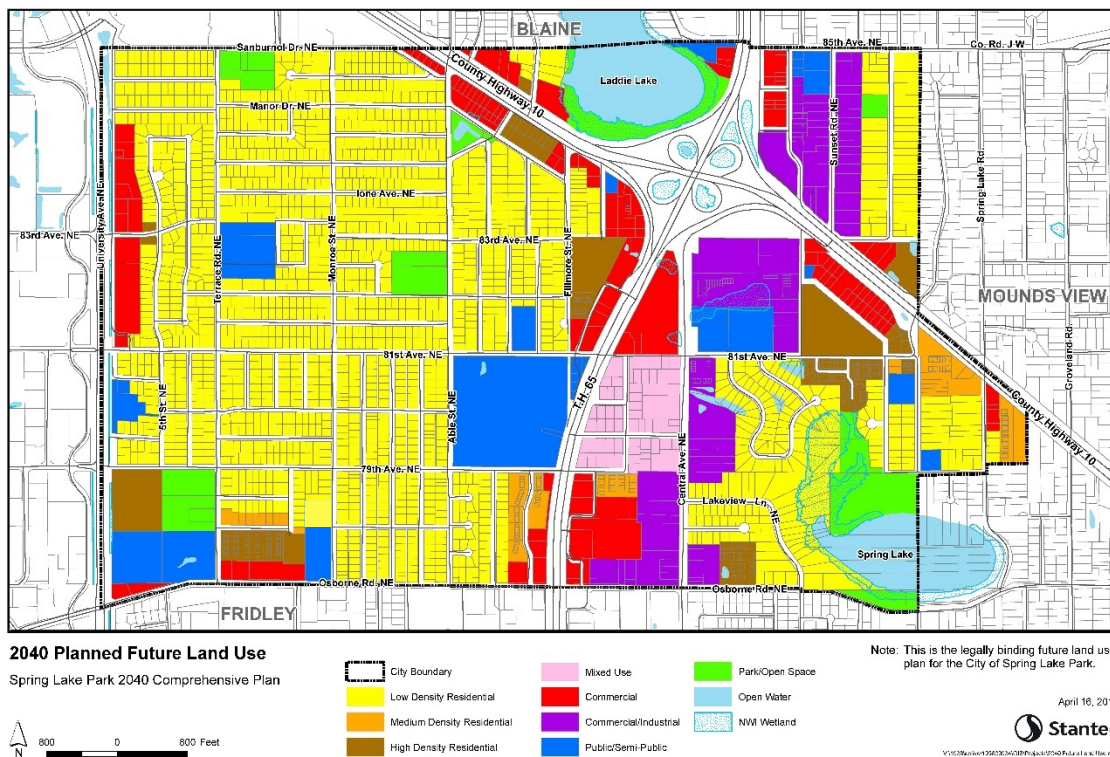


Figure 2-2: 2040 Planned Future Land Use

Table 2-2: Future Land Use

Land Use	Current - 2020		2021 - 2030		2031 - 2040	
	Net Acres	Percent	Net Acres	Percent	Net Acres	Percent
Low Density	529.8	39%	516.3	38%	501.0	37%
Medium Density	22.3	2%	23.1	2%	23.8	2%
High Density	53.3	4%	56.3	4%	59.2	4%
Mixed Use	0.0	0%	13.2	1%	26.3	2%
Senior/Handicapped Residential	12.4	1%	6.2	0%	0.0	0%
Commercial	79.0	6%	88.6	7%	98.1	7%
Commercial/Industrial	76.0	6%	81.2	6%	86.4	6%
Public/Semi-Public	96.5	7%	94.7	6%	94.7	7%
Park/Open Space	39.9	3%	39.9	3%	39.9	3%
Vacant	20.2	2%	10.1	0%	0.0	0%
Right-of-Way*	327.1	24%	327.1	25%	327.1	24%
Open Water	48.8	4%	48.8	4%	48.8	4%
NWI Wetland	42.7	3%	42.7	4%	42.7	3%
Total City	1,348.0	100%	1,348.0	100%	1348.0	100%

* Right-of-Way is left white on following maps

Potential Redevelopment Areas

Potential redevelopment areas have been identified because of their unique location in the community, with high visibility and access. These areas show potential for change in the city, but redevelopment will only occur if the market conditions are right. The City of Spring Lake Park will support existing and future property owners to make sure that new development works for all residents and business owners.

Each of the five possible areas are described below and with the relevant sections of the Existing Land Use map (Figure 2-1) and Future Land Use Map () shown alongside. All five potential redevelopment areas are overlaid with the Future Land Use map and shown together in Figure 2-3.

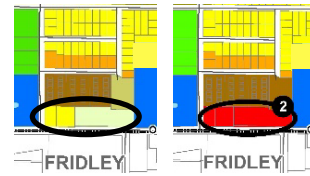
1. New Mixed-Use District

This area, bounded by Highway 65 and 81st Avenue NE, has been identified for possible mixed-use redevelopment. It currently includes a mix of low-, medium-, and high-density residential, commercial, and commercial/industrial parcels. The area is along major corridors in the community, with good access to schools, commercial areas, and a new grocery store. A transition to mixed-use will allow for more housing units with improved access to local businesses.



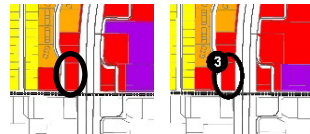
2. Osborne Road NE at Terrace Road NE

This area is across Osborne Road from the Mercy Hospital Campus in Fridley. This area currently includes vacant land and low density residential lots. This area is guided for commercial on the future land use map – a use expected to be more appropriate along the busy corridor.



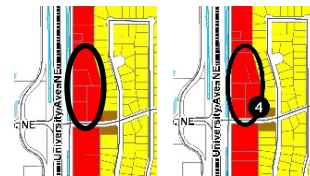
3. Intersection of Highway 65 and Osborne Road NE

This area is another highly visible and accessible intersection in Spring Lake Park. The area is not re-guided to another use but expected to redevelop as market conditions allow.



4. Intersection of University Avenue NE and 83rd Ave NE

This intersection is part of a larger commercial area along the far western side of Spring Lake Park, bordering Fridley. Like Redevelopment Area #3, the area will still be guided for commercial use, with the opportunity to redevelop as market conditions allow. Redevelopment in this area should feature improved pedestrian facilities as University Avenue has been a historically dangerous corridor for motorist-pedestrian vehicle collisions.



5. 85th Ave NE Public Works Facility

This area is located at 85th Ave, near the interchange of County Highway 10 and Highway 65. It is highly visible, but access is limited due to the interchange and presence of Laddie Lake. The area is currently a mix of restaurants and the City’s Public Works garage. As departmental needs grown and change, this area may become available for redevelopment or reuse.

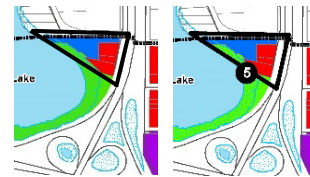


Table 2-3: Potential Redevelopment Areas (Net Developable Acres)

Redevelopment Areas	Minimum Density	Current - 2020		2021 – 2030		2031 - 2040	
		Net Acres	Minimum Units	Net Acres	Minimum Units	Net Acres	Minimum Units
Mixed Use (80% Res.)	10	0	0	13.2	105	26.3	210
Non-Residential	0	13.5	0	13.5	0	13.5	0
Net Acres within redevelopment areas	-	13.5	-	26.7	-	39.8	-

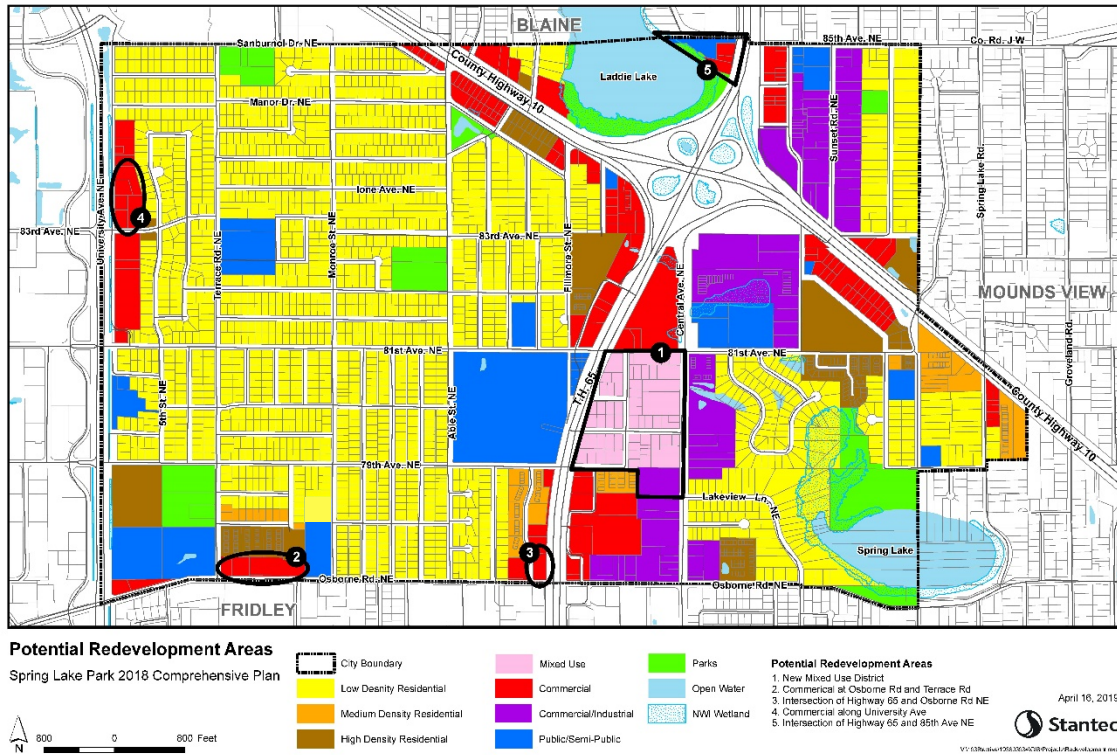


Figure 2-3: Potential Redevelopment Areas

In order to support regional services and housing affordability, the Metropolitan Council has set the net residential density for new development in Suburban communities like Spring Lake Park to a minimum of 5 units per acre. Density expectations are outlined in Table 2-3 .

Because Spring Lake Park has been completely built out, future development will take the form of redevelopment. Redevelopment in residential areas will likely be single-family tear downs and subsequent new construction, which will lead to similar densities as today.

The greatest opportunity to increase housing density in the City of Spring Lake Park is in the area designated as Mixed Use on the 2040 Future Land Use Plan. This area has the opportunity to raise average densities in those areas slated for redevelopment to as many as 25 dwelling units per acre.

It is expected that redevelopment of the new Mixed Use area will begin near the intersection of TH 65 (Central Ave) and 81st Ave NE as this is near the site of an anticipated grocery store (Hy-Vee Site). That first block is approximately 2.5 acres which could accommodate up to 62 dwelling units. An adjacent area directly to the east, designated Mixed Use, will likely redevelop second. An area of approximately 10.7 acres could accommodate 267 dwelling units. When the final area to the south and west are developed, totaling 13.1 acres in all, they may accommodate up to 327 dwelling units. In all, this Mixed Use district may support up to 656 units at high densities.



Key Employment Areas

The City of Spring Lake Park is home to numerous commercial and industrial areas, with opportunities for employment. Because many of these areas have already been developed and are operating, there will not be a significant change in trips generated or water usage. Two major commercial employment changes include the future Hy-Vee Grocery Store at 81st Avenue NE and commercial development of vacant land along Osborne Road NE. In commercial and industrial developments, property owners are required to complete a site plan review process which will minimize the impacts to utilities and traffic generated by the proposed development.

Other important employment areas in Spring Lake Park are clustered around the intersection of County Highway 10 and Highway 65 and to a lesser extent, along University Avenue at Osborne Road and stretching north. An approximate number of workers in key employment areas are outlined in Table 2-4.

Table 2-4: Employment Intensity

2040 Future Land Use	Acres	Mean FAR	Working Acres/Sqft	Sqft/Worker	Workers
Mixed Use (20% Commercial)	10.52	0.28	2.95/128.5k	1000	128
Commercial	99.08	0.28	27.75/120.9k	1200	100
Commercial/Industrial	89.38	0.32	28.5/124k	1400	88

PROTECTING SPECIAL RESOURCES

As required by state statute, a municipality’s comprehensive plan must also include strategies for protection of special resources, including solar access, historic preservation, aggregate, and natural resources. These strategies are discussed below.

Solar Access

Minnesota Statutes require an element for the protection and development of access to direct sunlight for solar energy systems. The purpose of this legislation is to prevent solar collectors from being shaded by adjacent structures or vegetation and to ensure that development decisions do not preclude the possible future development and use of solar energy systems. To ensure the availability of solar access, the City of Spring Lake Park will, whenever possible, protect access to direct sunlight for solar energy systems on principal structures. The City of Spring Lake Park will consider solar access in the review of site plans and planning decisions.

The Metropolitan Council has calculated the gross and rooftop solar potential for the City of Spring Lake Park to identify how much electricity could be generated using existing technology. The gross solar potential and gross solar rooftop potential are expressed in megawatt hours per year (Mwh/yr), and these estimates are based on the solar map for your community. Developed areas with low building heights and open space areas have the highest potential for solar development in the City. Many of the developed neighborhoods and some natural areas in Spring Lake Park do not have high gross solar potential due to existing tree cover. This gross development potential is included in Table 2-5.

Table 2-5: Solar Potential in Spring Lake Park (source: Metropolitan Council)

Community ¹	Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr) ²	Rooftop Generation Potential (Mwh/yr) ²
Spring Lake Park	2,713,057	386,097	271,305	38,609

¹ There are a few communities where generation potential calculations could not be produced. There are areas within some maps where data was unusable. These areas were masked and excluded from gross rooftop potential and generating potential calculations.

² In general, a conservative assumption for panel generation is to use 10% efficiency for conversion of total insolation into electric generation. These solar resource calculations provide an approximation of each community's solar resource. This baseline information can provide the opportunity for a more extensive, community-specific analysis of solar development potential for both solar gardens and rooftop or accessory use installations. For most communities, the rooftop generation potential is equivalent to between 30% and 60% of the community's total electric energy consumption. The rooftop generation potential does not consider ownership, financial barriers, or building-specific structural limitations.

The City of Spring Lake Park has entered into an agreement with US/Solar to purchase electricity from a number of solar gardens located within Anoka County and other adjacent counties. The City has contacted with US/Solar to provide 120% of the City's annual electric use, which includes, but is not limited to, its municipal facilities, water treatment plants, lift stations, and street lights. The City's 25-year agreement with US/Solar is anticipated to provide 32.5 million kWh of renewable electricity at an estimated cost savings of \$1.3 million.

Gross solar potential in Spring Lake Park is illustrated in Figure 2-4.

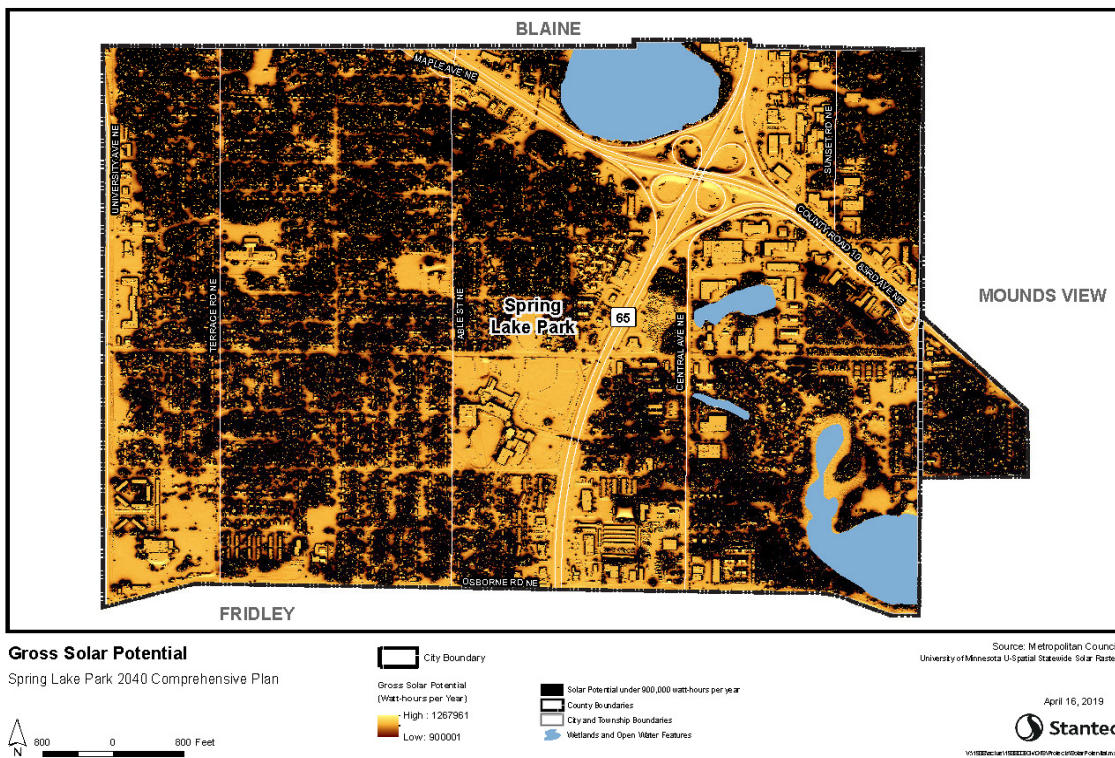


Figure 2-4: Gross Solar Potential

Supportive Programs

There are a number of programs available to Spring Lake Park that can foster solar access in the city. Such programs are offered by the Federal and State-level government, and private utility. The City of Spring Lake Park can take advantage of these programs to increase participation, awareness, and community support for renewable energy. These programs are offered with no cost to the community:

- US Dept. of Energy – SolSmart. This program is designed to consult local governments on how to remove barriers and burdensome costs to create a more accessible environment for solar companies. Local municipalities that have already taken part in the program include Falcon Heights, Minneapolis, St. Paul, and Maplewood.
- MN PCA – GreenStep Cities. This program provides a set of actionable best practices that can be implemented at a 1, 2, or 3-start level from lower investments to higher payoffs. Many local cities are already being recognized as GreenStep Cities, including Mounds View, New Brighton, and Fridley.
- Xcel Energy – Partners in Energy. This two-year program fosters a team of local residents, businesses, and stakeholders to identify energy goals, create a plan, and implement strategies that utilize local resources. A team of experts in energy consulting are available to facilitate the process.

Historic Preservation

There are no sites in the city that are listed on the National Register of Historic Places. The City of Spring Lake Park will consider the preservation of historic resources in the review of site plans and other planning decisions. The City will, whenever possible, preserve historic structures or landscapes.

Aggregate Resources

Metropolitan Council requires that metropolitan area communities identify any regionally significant aggregate resources to ensure proper planning for their use. The City of Spring Lake Park is fully developed. Therefore, the City is not impacted by aggregate resources nor are there any opportunities for mining within the community.

Natural Resources

Vibrant natural amenities help to make a community thrive. Preserving and retaining natural resources for the future is an important value in Spring Lake Park and Twin Cities Region. The City is home to numerous parks, lakes, and wetlands which provide ecological and recreational benefits to residents. As the city is built out, no new parks are planned. However, the City will work to protect existing natural areas for future generations. The City will work with the Minnesota Department of Natural Resources, local watershed districts, Anoka and Ramsey Counties, and the Metropolitan Council to protect and enhance natural resources in the area.

Chapter 3: Housing

INTRODUCTION

Housing is an integral component of a city's landscape. This chapter identifies the City's goals for its future housing stock, an inventory of existing housing in the City, and identifies future housing needs.

Housing Goals and Policies

The following goals were developed to guide development of the City's housing plan:

1. Facilitate the maintenance and rehabilitation of existing housing, so as to prevent deterioration.
2. Provide housing for a range of ages and incomes.

Policies reflect the position of the City on the specific implementation of the Goals. It is the policy of the City of Spring Lake Park to:

1. Provide qualified residents with information about housing maintenance and rehabilitation programs administered by Anoka County Housing and Redevelopment Authority and the Minnesota Housing Finance Agency.
2. Pursue the development of new housing to accommodate a range of housing needs, particularly executive and senior housing.
3. Research and engage with experts and the community on best management practices and policies regarding accessory dwelling units in residential neighborhoods.

EXISTING HOUSING STOCK

Spring Lake Park was developed mainly in the 1950s and 1960s. The rambler comprises a majority of homes in the City, a housing style typical of the era in which the City developed. The oldest neighborhoods in Spring Lake Park are located in the northern and northeastern parts of the city. Some housing developments were completed after 2000, particularly in the southeastern part of the city. Housing age is mapped in Figure 3-1.

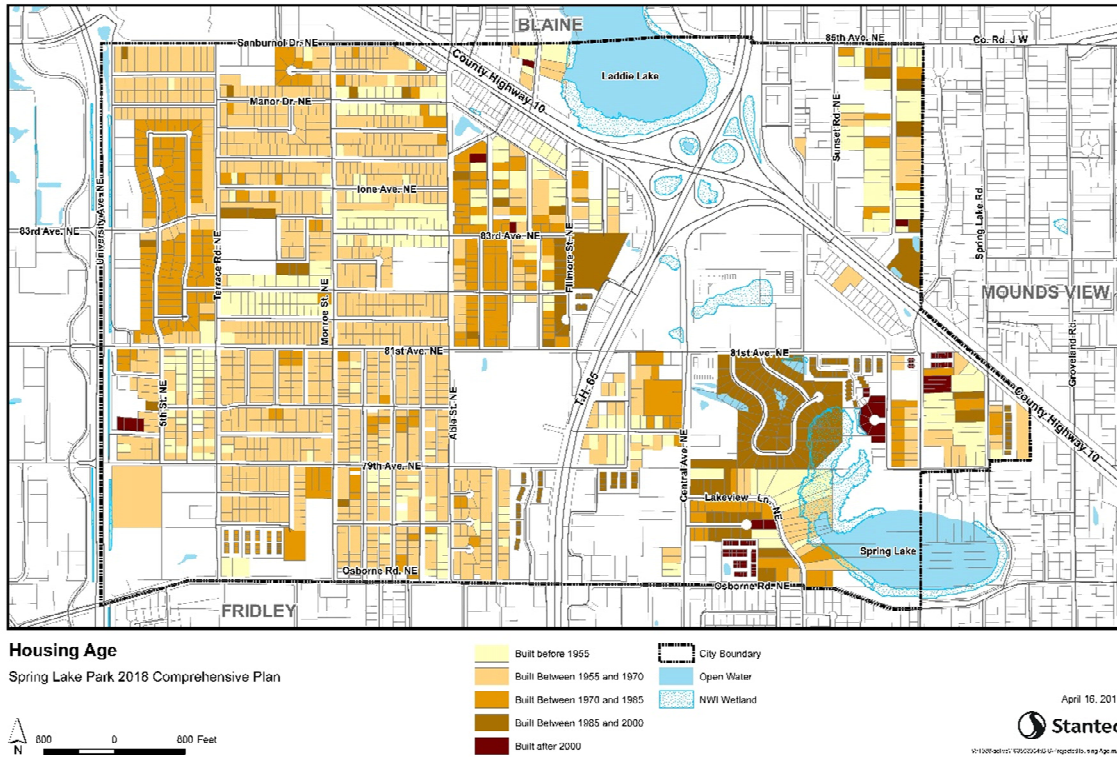


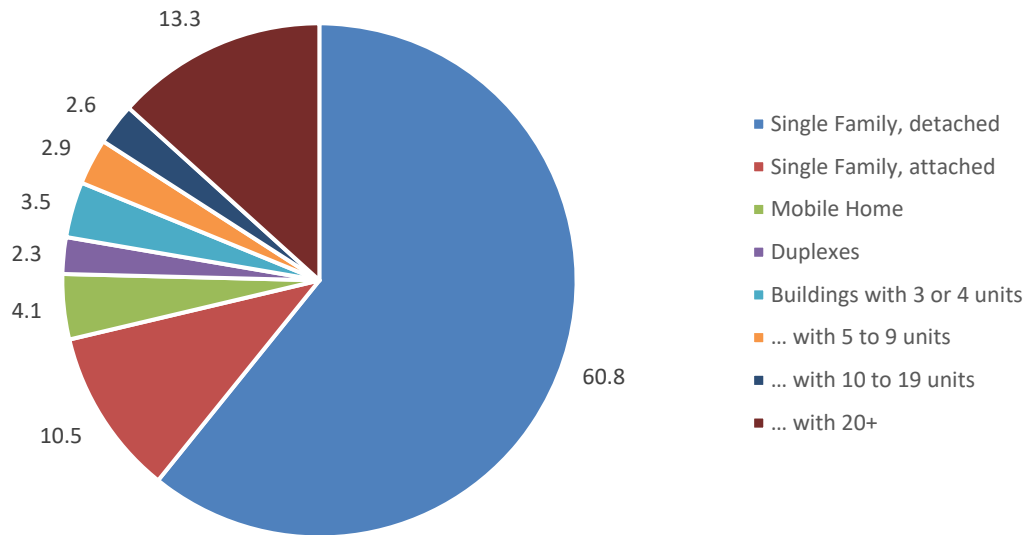
Figure 3-1: Housing Age

Housing Type

There were 2,781 occupied housing units in Spring Lake Park in 2016. Twenty-nine percent of these units were rental units. The City includes a variety of housing types, as shown in Table 3-1. A majority of units (74.0 percent) are single family detached units.

Table 3-1: Housing Type in 2016 (source: Metropolitan Council)

Single-family units	Multifamily units	Mobile homes	Other housing units
2,057	622	102	0
74.0%	22.4%	4.6%	-



Housing Values and Costs

Owned Housing Units

The median home value for Spring Lake Park in 2015 was \$158,700. In 2000, the median home value in Spring Lake Park was \$120,000 (\$165,168 in 2015 dollars). While the median home value has increased 32 percent over the past fifteen years, on an inflation adjusted basis, the median home value has declined by 3.9 percent. Home values increased at a faster rate in Anoka County as whole, with an increase from \$131,000 in 2000 (\$180,300 in 2015 dollars) to \$187,600 in 2015. The Anoka County 2015 median home value of \$187,600 is higher than Spring Lake Park’s median value. This discrepancy may in part be attributed to the large number of new homes built in Anoka County in recent years relative to the City of Spring Lake Park.

With this inflation-adjusted decline in median home value over the past year, a significant amount of the housing in Spring Lake Park qualifies as affordable housing. Out of the 2,782 housing units in the City, nearly 95% of the units are affordable to households making 80% or less of area median income. Housing values are mapped in Figure 3-2.

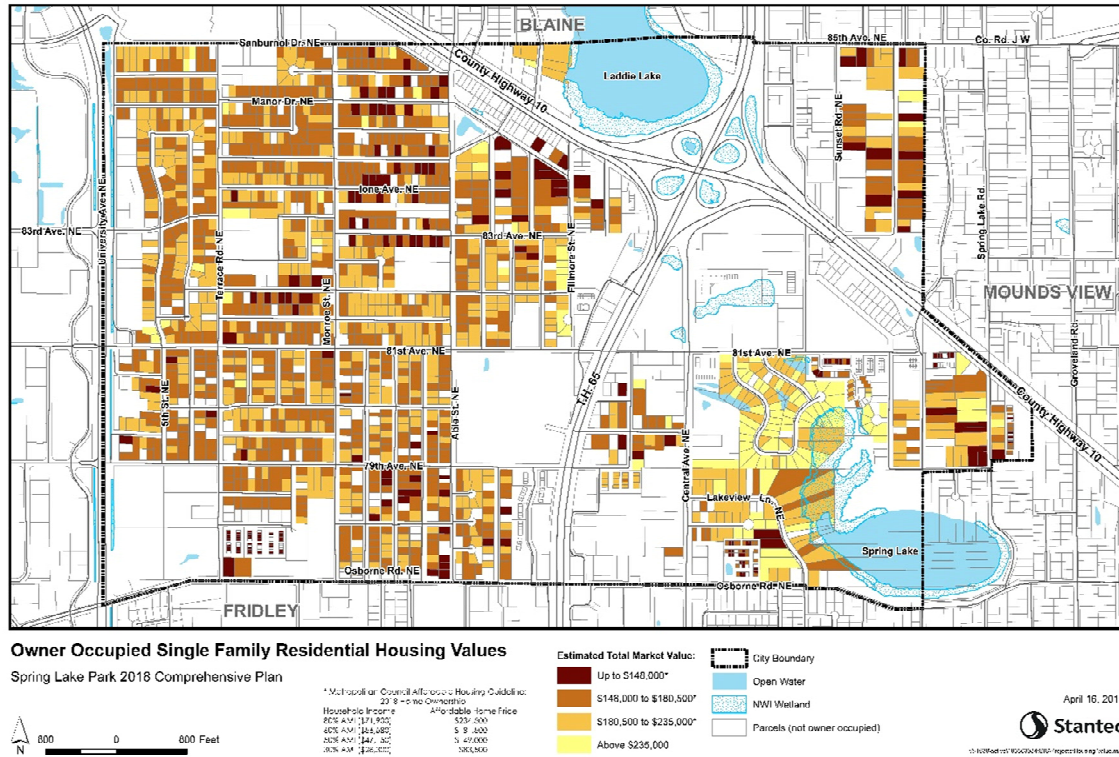


Figure 3-2: Owner Occupied Housing Values

As stated earlier in this section, the median home value in Spring Lake Park is \$158,700, which is slightly more affordable than the Anoka County median value of \$193,200 and also more affordable than the Twin Cities Metropolitan Area median of \$212,600. Spring Lake Park’s housing values are very similar to neighboring communities. Table 3-2 includes median home values in nearby communities.

Table 3-2: Median Housing Values in and around Spring Lake Park (source: American Community Survey, 2016)

Community	Median Housing Value
Spring Lake Park	\$158,700
Mounds View	\$168,600
Fridley	\$166,600
Anoka County	\$193,200
Twin Cities Metropolitan Area	\$212,600

Rental Housing Units

The median rent in Spring Lake Park is \$905 per month, which is lower than the Twin Cities Metropolitan Area (\$916) and Anoka County (\$1,000). Compared to other communities in the area, Spring Lake Park’s median rent is approximately the same or slightly higher. As the city sees housing redevelopment opportunities, such as the Dominion apartment development Legends of Spring Lake Park, median monthly rent may change. Table 3-3 includes median monthly rents in nearby communities.

Table 3-3: Median Rent in and around Spring Lake Park (source: American Community Survey, 2016)

Community	Median Monthly Rent
Spring Lake Park	\$905
Mounds View	\$869
Fridley	\$904
Anoka County	\$1,000
Twin Cities Metropolitan Area	\$916

HOUSING AFFORDABILITY

As part of the 2040 Housing Policy Plan, the Metropolitan Council estimates that approximately 37,000 additional low- and moderate-income households needing affordable housing units will be needed in the region between 2020-2030. The Metropolitan Council will be working with communities to allocate these units across the region.

Affordable Housing Stock in Spring Lake Park

The Metropolitan Council defines home ownership affordability as \$83,500 for households making less than 30 percent Area Median Income (AMI), \$149,000 for households making 31-50 percent AMI, \$181,500 for households making 51-60 percent Area Median Income (AMI), and \$243,500 for households making 51-80 percent AMI. In Spring Lake Park, the median home value is \$160,400, indicating that much of the City’s housing stock is affordable at the 51-80 percent AMI level. Housing affordability is discussed further later in this chapter.

There are approximately 2,782 total housing units in the City of Spring Lake Park. Of those 1,905 (68%) are owner occupied and 877 (32%) are renter occupied. About 1,405 units are affordable to households with incomes between 51- and 80-percent AMI. 1,037 units are affordable to households with income between 31- and 50-percent AMI. 234 units are affordable to households with income at or below 30-percent AMI.

These housing stock characteristics in Spring Lake Park are summarized in Table 3-4.

Table 3-4: Affordable Housing Stock in Spring Lake Park (source: Metropolitan Council)

Total Number of Units	2,782		
Tenure	Owner Occupied		Renter Occupied
	1,905		877
Number of Affordable Units	At or below 30% AMI	31-50% AMI	51-80% AMI
	234	1,037	1,405

There are a total of 152 publicly subsidized units within the city, of which 60 are designated specifically for seniors as outlined in Table 3-5. There are no publicly subsidized housing units within Spring Lake Park supplied specifically for people with disabilities.

Table 3-5: Publicly Subsidized Units (source: Metropolitan Council)

Number of Publicly Subsidized Units	Senior Housing	People with Disabilities	All other publicly subsidized units
	60	0	92

Cost Burdened Households

Many residents in communities across the Twin Cities experience challenges affording their housing costs. The Department of Housing and Urban Development (HUD) defines housing to be affordable if the residents do not pay more than 30 percent of their income towards housing costs. Housing costs can include rent or mortgage payments, utility bills, HOA fees or other fees associated with living in the home. Residents who pay more than 30 percent are considered “Cost-burdened”.

In Spring Lake Park, over six hundred households (23.8 percent of households) are considered to be cost-burdened. There are 222 households with income at or below 30-percent the Area Median Income (AMI). 274 households with income between 31- and 50-percent AMI. 140 households with income between 51- and 80-percent AMI. Table 3-6 describes the cost burdened households by median income level.

Table 3-6: Housing-Cost-Burdened Households (source: Metropolitan Council)

Household Income Level	Number of Cost-burdened Households
At or below 30% AMI	222
31 to 50% AMI	274
51 to 80% AMI	140
Total Households	636

Housing Projections and Need

Although the City of Spring Lake Park is relatively built out, it will still need to accommodate for new residents of all socioeconomic backgrounds. The Metropolitan Council requires that Spring Lake Park must supply 29 new units of affordable housing (at or below 80 percent AMI) by 2040. The greatest need of affordable units are for those household making 30-percent area median income or below. The Met Council allocates a need of fourteen additional units for that low-income population in Spring Lake Park by 2040. An additional six units are needed for household making between 31- and 50-percent AMI. Nine units are needed for household making between 51- and 80-percent AMI.

The greatest need of affordable housing units by 2040 are for households at or below 30-percent AMI. Housing units needs are outlined based on income level below in Table 3-7.

Table 3-7: Affordable Unit Allocation (source: Metropolitan Council)

Household Income Level	Number of Units
At or below 30% AMI	14
31 to 50% AMI	6
51 to 80% AMI	9
Total Households	29

A majority of housing within the Spring Lake Park is already considered affordable, however the City has guided several areas for High Density or Mixed Use Residential with minimums of **10 units per acre** on its 2040 land use plan to provide sufficient densities for additional affordable housing in the community. Two family dwellings are permitted in the low density residential district through Conditional Use Permit., supporting further affordable housing opportunities.

In addition to the new affordable housing units required by the Metropolitan Council, Spring Lake Park has identified the following existing housing needs:

- Maintenance and rehabilitation of the existing housing stock
- New housing for a range of ages and income, especially executive and senior housing

Redevelopment and anticipated residential density is addressed in Chapter 2: Land Use.

While the City is doing their part in creating a regulatory land use plan to plan for areas of density greater than 6 units per acre, where most affordable housing will occur, barriers to development of affordable housing still exist in the region as well as in Spring Lake Park. Some of these barriers are beyond the City’s control including:

- Steady increases in land prices.
- Increase in construction costs. When combined with land prices, it becomes more difficult to provide affordable units through new construction.
- Physical limitations of land due to wetlands, poor access, poor soils that would increase the cost of land development or construction thus making it more difficult to build affordable units.
- Limited amount of remaining developable land.
- State, county and local tax structures.

MANUFACTURED HOME PARKS

The City of Spring Lake Park includes over 100 manufactured housing units (commonly known as Mobile Homes). These units are naturally occurring affordable housing – meaning that they provide affordable housing without public subsidy. They also provide a unique opportunity for low-income households to attain homeownership. As land prices and incomes rise, these units may be susceptible to redevelopment, diminishing the stock of critical affordable housing within Spring Lake Park.

The City will consider available tools for the conservation of such affordable units, including the creation of co-operatives, Community Land Trust (CLT), and Low or No Cost Rehabilitation Loan Programs.

AVAILABLE HOUSING TOOLS

There are a number of widely used tools available to the City of Spring Lake Park to address housing needs within the community. Such tools include, but are not limited to:

- **Site Assembly** - *Site or land assembly is a powerful tool cities can use to support housing development. When local governments acquire or have site control of a property, they can control the final development product.* (source: Metropolitan Council) The City will use this tool when appropriate redevelopment opportunities and development interest arises. The City will specifically pursue this tool for senior or executive housing opportunities.
- **Use or creation of EDA/HRA**, or partnership with Anoka County HRA - *State law permits cities to cooperatively plan, undertake, construct, or operate projects that contribute to the economic welfare and public benefit of the community, including housing projects and developments, redevelopment projects, interest rate reduction programs, or any combination of these.* (source: Metropolitan Council) This tool will be explored to assist with the development of senior and executive housing, as well as affordable housing.
- **Housing Bond Issuance** - *Under state law, cities and counties are authorized to develop and administer programs that make or purchase mortgages to finance the acquisition or rehabilitation of affordable housing.* (source: Metropolitan Council). The City will consider issuing housing bonds for redevelopment projects that address affordability, senior or executive housing.
- **Tax Abatement** - *Tax abatement is a financing tool that reduces taxes or tax increases for owners of specific properties. Local governments offer the tax reduction to provide a financial incentive for a public benefit, such as creation of housing affordable to low and moderate-income households.* (source: Metropolitan Council) The City will work with non-profit and affordable housing developers to use this tool for the creation of new affordable housing projects when opportunities arise.
- **Tax Increment Financing (TIF)** - *A primary tool in economic development and redevelopment, tax increment financing, also known as TIF, is a legislatively authorized tool available to cities and special entities such as housing and redevelopment authorities. Used to finance real estate development costs, municipalities create TIF districts to encourage development and to pay for related public improvements and infrastructure needs such as streets, sidewalks, or sewer.* (source: Metropolitan Council) The City will work with non-profit and affordable housing developers to use this tool for the creation of new affordable housing projects when opportunities arise.
- **Minnesota Housing RFP** - *The Consolidated RFP allows Minnesota Housing and its funding partners to use a single application and advertise multiple resources at once. This provides funders the flexibility to assemble creative finance packages that best fit each project during the project review and selection processes.* (source: Metropolitan Council) When affordable housing development opportunities arise, the City will share this resource with developers. This resource will be pursued especially for affordable, senior, or executive housing opportunities.
- **Housing Improvement Areas (HIAs)** - *Under state law, a Housing Improvement Area is a defined area in which a city finances housing improvements from fees imposed on the properties within that same area. Common users of HIAs are townhome or condominium associations that lack reserves to finance maintenance and petition their city council for a HIA. In these cases, the homeowners' association invests money borrowed from the city in permanent improvements to common areas (e.g., roofing, siding, landscaping), and the units'*

owners repay the city's loan through fees. Cities create HIAs to maintain the condition of local housing stock (source: Metropolitan Council). The City would consider using this tool upon receiving a petition to the City Council.

- **Participation in housing-related organizations, partnerships, and initiatives:** *Connecting with others around meeting housing needs in our communities created opportunities for cities, counties, the Metropolitan Council and other stakeholders to learn from one another.* The City does not currently participate in any established networking or collaborative housing groups. The City is not currently considering membership in a collaborative housing group.

An introduction to these and other tools are provided by the Metropolitan Council under the Housing tab at www.metrocouncil.org/Handbook/Resources.aspx

HOUSING ACTION PLAN

The following Housing Action Plan outlines **priorities** that Spring Lake Park is exploring in addressing the **need** to maintain existing housing and create new affordable housing in the next ten years:

Regulatory Support

- The City will provide enough land guided at densities greater than 10 units per acre, within redevelopment areas close to jobs and transit.
- The City will research and consider Accessory Dwelling Unit (ADU) as a permitted use in the 2018-2028 term.

Housing Maintenance

- The City will strengthen its efforts to actively promote first-time homebuyer programs to assist residents entering the market.
- The City will also market housing rehabilitation programs available through the County and State. This can be done via the City's website, newsletter and other methods.

Enforcement

- The City will evaluate existing housing stock in order to target code enforcement and rehabilitation assistance.
- The City will actively enforce the Housing Maintenance Code.

Neighborhood Development

- Continue City programs promoting pride in the community.
- The City will partner with Anoka County to implement affordable housing programs at all three affordability levels in Spring Lake Park.

Rental Housing

- Continue to utilize Spring Lake Park's existing rental licensing program to promote safe rental housing.

HOUSING IMPLEMENTATION PLAN

Table 3-8 below details the potential tools and resources available to the City of Spring Lake Park to address existing housing needs. The City will consider the following opportunities on a case-by-case basis to achieve housing goals.

Table 3-8: Housing Implementation Plan

Housing Need	Available Tool	Circumstance and Sequence of Use	Potential Partners
Maintenance and rehabilitation of the existing housing stock	CDBG and HOME	The City will consider sponsoring an application to Anoka County HOME or CDBG to assist with maintenance and rehabilitation of housing for low and moderate income households.	Anoka County
	Rental licensing and inspection program	The City will continue to utilize the existing rental licensing program to promote safe rental housing	
New housing for a range of ages and income, especially executive and senior housing	Site Assembly	The City will use this tool when appropriate redevelopment opportunities and development interest arises. The City will specifically pursue this tool for senior or executive housing opportunities.	
	LCDA	Upon request by a qualified developer, the City will consider sponsoring an application to LCDA. The City understands that a fair housing policy must be adopted prior to application.	
	Housing Bond Issuance	The City will consider issuing housing bonds for redevelopment projects that address affordability, senior or executive housing.	



14 new housing units affordable for 30% AMI	TIF assistance to developer, tax abatement, Consolidated RFP, LCDA	The City will work with developers to accommodate the development of affordable housing	MN Housing, Affordable housing developers, nonprofit organizations
6 new housing units affordable for 31-50% AMI	TIF assistance to developer, tax abatement, Consolidated RFP, LCDA	The City will work with developers to accommodate the development of affordable housing	MN Housing, Affordable housing developers, nonprofit organizations
9 new housing units affordable for 51 to 80% AMI	TIF assistance to developer, tax abatement, Consolidated RFP, LCDA	The City will work with developers to accommodate the development of affordable housing	MN Housing, Affordable housing developers, nonprofit organizations
Tools to address multiple housing needs	Creation of an EDA/ HRA or partnership with Anoka County HRA	The City will consider strategic partnerships with Anoka County and other housing related organizations to further their housing priorities	Anoka County HRA, Metropolitan Council, MN Housing, nonprofit organizations, affordable housing developers
	Preservation of expiring Low-Income Housing Tax Credit Properties	The City will consider preserving affordability for the Cottages of Spring Lake Park	
	NOAH Impact Fund, MN Housing, 4d incentives	The City will consider using these tools to preserve unsubsidized affordable housing units.	MN Housing

Chapter 4: Parks, Trails, and Community Facilities

INTRODUCTION

Parks, trails, and open space provide many important benefits for cities and their residents. In addition to providing recreational opportunities for residents, these facilities also contribute to the health of a community by providing active living opportunities for residents. Parks may also foster a sense of community by providing gathering space and programs for residents.

Parks, Trails, and Community Facilities Goals and Policies

The following goals were developed to guide development of the City's parks, trails, and community facilities plan:

1. Maintain and provide adequate funding for the existing park and trail network in Spring Lake Park.
2. Complete sidewalk and trail gaps to establish a connected network for pedestrian and bicycle facilities in the city.

Policies reflect the position of the City on the specific implementation of the Goals. It is the policy of the City of Spring Lake Park to:

1. Complete renovations of park buildings to meet the needs of park users and visitors.
2. Explore the renovation or relocation of City Hall to better meet the needs of constituents.
3. Work with Anoka County to rebuild Osborne Trail in areas needing pavement maintenance.
4. Collaborate with other agencies and partners to implement new regional or multi-jurisdictional trails in Spring Lake Park and neighboring communities.

EXISTING PARKS AND TRAIL NETWORK

Parks

The City of Spring Lake Park includes six City parks, as illustrated in Figure 4-1. These six parks and their amenities are listed in the following sections. There are no federal, state, or regional parks in the city.

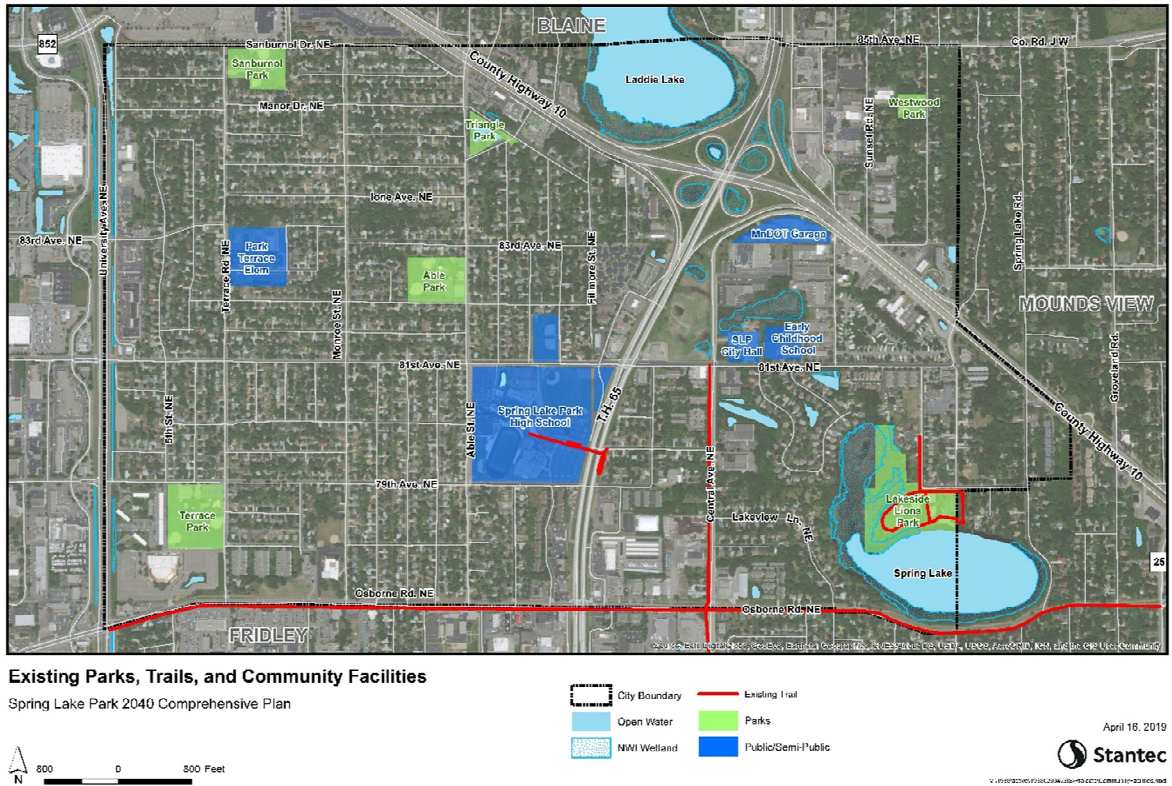


Figure 4-1: Existing Parks, Trails, and Community Facilities

Able Park

Able Park is located at 8200 Able Street NE. This park is approximately 6.7 acres, and includes playgrounds, a picnic shelter, a basketball court, volleyball courts, and athletic fields. In the winter months, the park features a hockey rink.

Triangle Park

Triangle Park is located at the intersection of Able Street and Manor Drive. This 2.5-acre park includes a pond, walking path, and picnic tables.

Lakeside Lions Park

Lakeside Lions Park is located at 79th Avenue and Pleasant View Drive. This 11.8-acre park is jointly owned with the City of Mounds View, and includes a swimming beach and beach house, picnic shelter and equipment, playground equipment, athletic fields, volleyball courts, and a walking path.

Sanburnol Park

Sanburnol Park is located at 520 Sanburnol Drive. This 5.7-acre park includes playground equipment and athletic fields.

Terrace Park

Terrace Park is located at 79th Avenue and Terrace Road. This 10.7-acre facility includes playground equipment, picnic shelters, and athletic fields. The park also features a basketball court, tennis courts, and a skate park. In the winter months, the park features a hockey rink.

Westwood Park

Westwood Park is located at 8450 Westwood Road. This 1.8-acre park includes playground equipment, a picnic shelter, and one athletic field.

Trails

The City of Spring Lake Park has two major bicycle trail facilities and two pedestrian trail facilities within the community, providing opportunities for recreation and transportation to walk and bike in Spring Lake Park. These trails include:

- A paved, east-west trail along Osborne Road from University Avenue NE to the city limits, continuing into Mounds View
- A paved north-south trail from 81st Ave NE to Osborne Road, along Old Central Avenue.
- A pedestrian bridge at 80th Avenue NE, crossing Highway 65 to Spring Lake Park High School
- Internal, paved recreational pedestrian trails at Lakeside Lions Park.

There are currently no regional trails in Spring Lake Park.

Existing trails are mapped in Figure 4-1.

Sidewalks

There are also numerous concrete sidewalks for use by pedestrians along several streets within the City, as well as a pedestrian bridge over Highway 65 near 80th Ave. Pedestrian facilities and safety are discussed further in Chapter 5: Transportation.

PLANNED PARKS AND TRAILS

Planned Parks

The City of Spring Lake Park is entirely built out and there are no new planned parks in the city.

Planned Trails

Local Trails

The City has planned one bicycle lane along 81st Avenue NE, from County Highway 10 to Old Central Avenue. This bike lane will be added by restriping 81st Ave NE from a 4-lane to a 3-lane road. There are no other planned on- or off-street bicycle facilities in the city.

The Minnesota Department of Transportation is currently performing a safety audit and corridor study of Highway 65, scheduled for completion in 2019 and 2020 respectively. Both programs are aimed in part at improving safety for pedestrians and bicyclists along and across the corridor. The MnDOT recently completed the re-construction of a bicycle and pedestrian overpass of Highway 65 between Spring Lake Park High School and the eastern side of the corridor. The City is working to improve the effectiveness of

the overpass by reviewing options to possibly extend the trail to 81st Avenue NE as a connection to Mounds View.

Regional Trails

The Metropolitan Council has not identified any regional trails or regional trail search corridors within the City in the *2040 Regional Parks Policy Plan*. One Tier 1 Regional Bicycle Transportation Network (RBTN) Alignment exists in the City, along Highway 65.

Planned bicycle facilities and RBTN alignments are mapped in Figure 4-2.

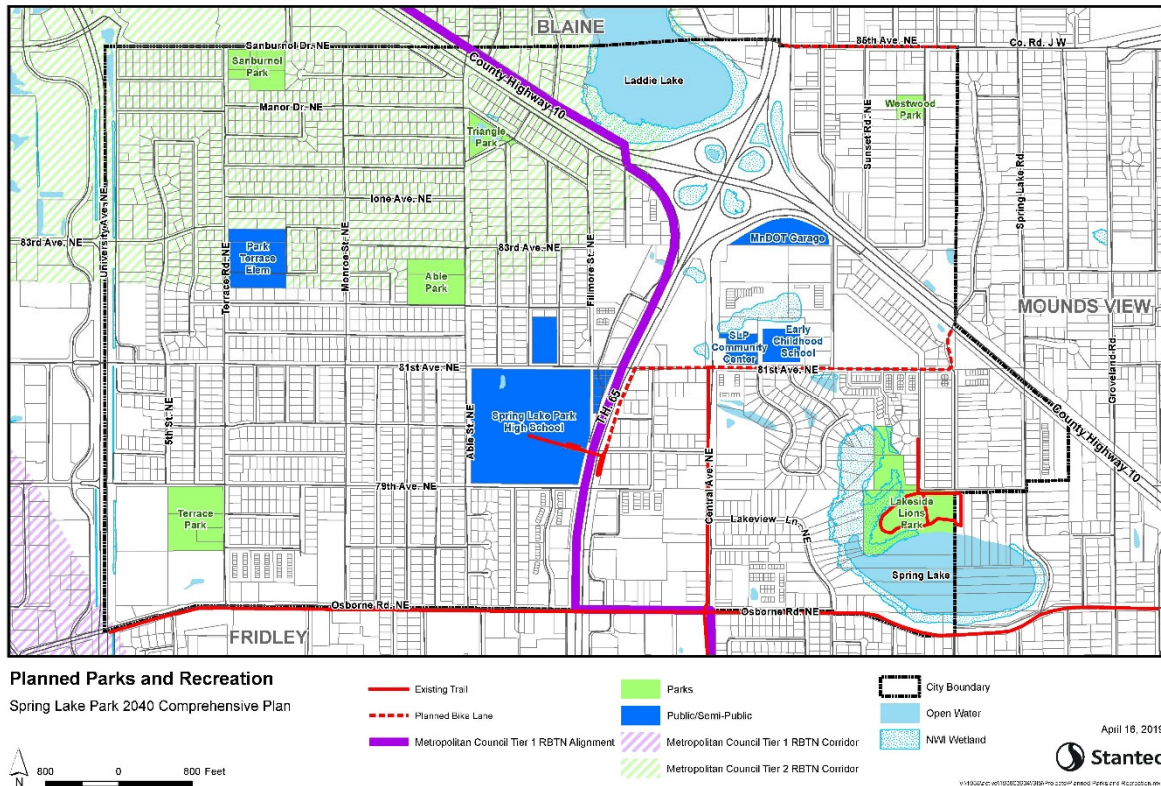


Figure 4-2: Planned Parks and Recreation

COMMUNITY FACILITIES

Community facilities include public and semi-public uses, such as schools, medical facilities, and government buildings. In general, the City’s existing facilities are in good condition and adequate for the City’s needs. However, space is limited at City Hall, which houses the City’s administrative offices and police department. The City Hall is also used regularly for City Council, Planning and Zoning Commission, and Parks and Recreation Commission meetings; community education classes; and community meetings. Space at City Hall is very limited, as there are few available conference rooms for staff meetings or adequate space for larger community meetings. Expansion or relocation of the existing City Hall will likely be necessary to accommodate additional space needs.

In addition to the physical facilities discussed above, the City provides a number of services and activities to promote the health, safety, and welfare of its residents. The City provides recycling services to



residents through curb pick-up and recycling days. The City also cooperates with Anoka County to encourage residents to utilize the Anoka County Household Waste Facility (3230 101st Ave NE, Blaine). The City communicates with residents through a variety of means, including the Spring Lake Park News in the Park quarterly newsletter, city website, and cable access channel. Other facilities that serve Spring Lake Park residents include county libraries, medical clinics and hospital, a community college (in Coon Rapids), a technical school (in Anoka), transit facilities including local and commuter bus routes and the Northstar commuter train station in Fridley, public safety, and senior services. Although some facilities are located outside City boundaries, they are provided directly to residents of Spring Lake Park from the City or through the City's collaboration with other agencies.

Existing community facilities are illustrated in Figure 4-1.

CAPITAL IMPROVEMENT PLAN

The City's CIP, including an itemized list for parks, recreation, and community facilities is included in the Appendix of this Plan.

Chapter 5: Transportation

INTRODUCTION

The purpose of the Transportation Chapter is to identify and analyze all components of a community's transportation network. This includes roads, transit, aviation, non-motorized vehicles (i.e. bicycle and pedestrian), freight and goods movement, and supporting land use. The plan develops strategies, goals, and policies for the development of a multi-modal transportation system.

Policies reflect the position of the City on the specific implementation of the Goals. The City of Spring Lake Park's transportation policies include the following:

1. Continue regular maintenance of existing City streets, including reconstruction of older streets as necessary.
2. Continue to collaborate with Anoka County on any future County-initiated improvements to County Roads.
3. Establish a program of access management in connection with the redevelopment of commercial land industrial properties.
4. Require that a developer of any proposed structure 200 feet above ground level notify the Federal Aviation Administration and the Minnesota Department of Transportation (Aeronautics) of the potential to affect navigable airspace.
5. Cooperate with the Metropolitan Council and the Metropolitan Airports Commission on potential development within the influence area of the Anoka County-Blaine Airport.
6. Cooperate with Metro Transit and Anoka County to accommodate Spring Lake Park's transit needs.
7. Limit access on Principal and A-Minor Arterials to improve the safety and capacity of these roadways.

ROADWAY SYSTEM

Functional Classification

The roadway system represents a significant component of a city's overall transportation network. Roadways are classified according to their function in the roadway network. This functional classification system creates a hierarchy of roads for the orderly movement of traffic from local residences and businesses to the highway system. A roadway functional classification is important, as it will determine a road's design features such as width, speed limit, intersection control, and access.

Roads are classified according to their degree of access and mobility:

- Principal arterials are at the top of the roadway system hierarchy. The primary purpose of principal arterials is to provide for mobility. Therefore, access on these roadways is limited. These routes are intended for travel from one region to another. Ideally, these roadways are

spaced every two to three miles in developed areas. Trunk Highway 65 is an example of a principal arterial in Spring Lake Park.

- Minor arterials are directly below principal arterials in the roadway network hierarchy. These roadways also maintain a focus on mobility, but mobility is sacrificed somewhat to allow for more access. These routes provide for travel access a region and between principal arterials. Minor arterials are ideally spaced every one-half to one mile in developed areas. Trunk Highway 47 is an example of a minor arterial in Spring Lake Park.
- Collectors provide a balance between mobility and access. Residences and businesses often have direct access to these roads. Collectors also collect traffic from local roads and distribute it onto higher order roadways. Collectors also provide for shorter trips within a small area. Ideally, collectors are spaced every ¼ to ¾ mile in developed areas. An example of a collector roadway in Spring Lake Park is Osborne Road.
- Local streets fall at the bottom of the roadway hierarchy, as their primary function is to provide for local access to homes and businesses. Local roads are intended for short trips. Typically, they connect to other local streets and to collector roadways. An example of a local street in Spring Lake Park is Filmore Street NE.

The functional classification of Spring Lake Park roadways is presented in Figure 5-1

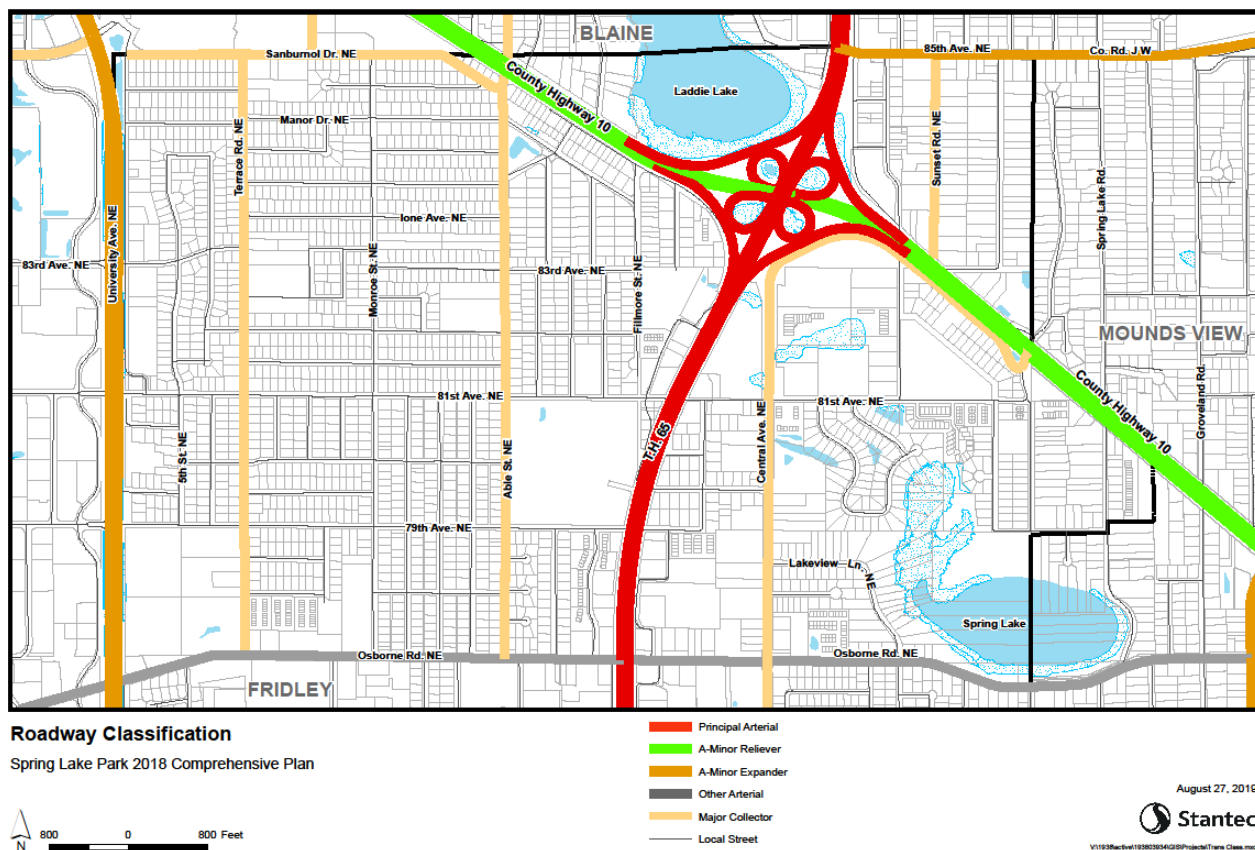


Figure 5-1: Roadway Classification

The projected 2040 traffic volumes (AADT) from the Anoka County 2040 Transportation Plan are presented in Figure 5-2.

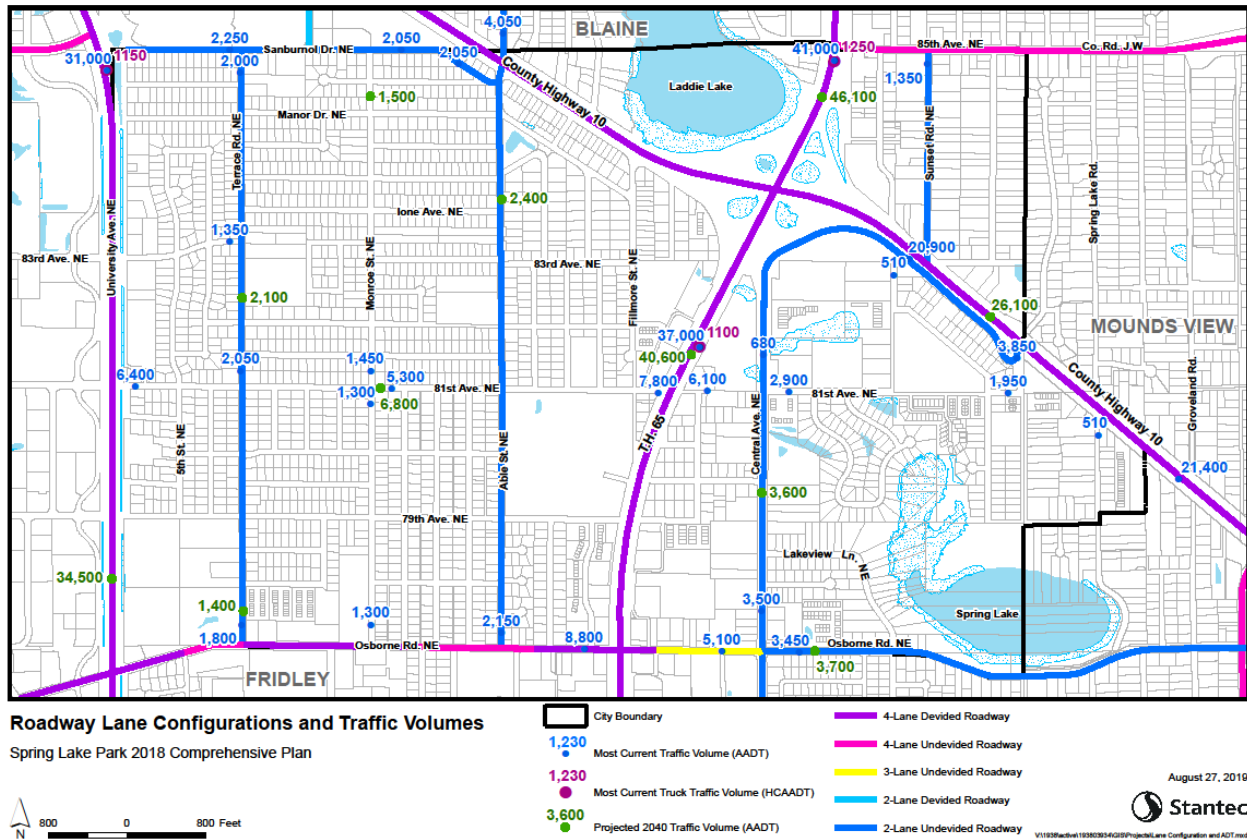


Figure 5-2: Traffic Volume and Lane Configuration

Capacity

Existing (2017) traffic volumes provided by the Metropolitan Council are shown on Figure 5-1 as well. The City currently experiences congestion at the intersection of 81st Ave and TH 65 and at the intersection of 81st Ave and TH 47. This congestion is mainly caused by the timing of the signals at these intersections. No additional lanes are planned at either of these intersections. No additional lanes are planned for any Principal or A-Minor arterial road.

Safety

Anoka County 2040 Transportation Plan

In the 2040 Transportation Plan Update, Anoka County identifies vehicle crashes from 2006 to 2015. In this 10-year period, there were 165 fatal crashes and 33,989 total crashes in the county. Of fatal and serious crashes, distracted driving accounted for approximately 20 percent and intoxicated driving accounted for approximately 18 percent.

Between 2011 and 2015, there was one fatal crash at Pleasant View Drive and County Road 10 and three serious crashes at Osborne Road and MN 65, 81st Ave and MN 65, and at Pleasant View Drive and County Road 10.



Pedestrian Safety Along University Ave NE

In the past few years, there have been numerous pedestrian fatalities along University Avenue NE, bordering Spring Lake Park and Fridley. High speed traffic, wide roadways, and limited crossing facilities make the area dangerous for people walking or running. Some of the recent incidents along the corridor include:

- Pedestrian fatality, University Avenue and 81st Street, October 14, 2016
- Pedestrian fatality, University Avenue and 57th Avenue, January 16, 2017
- Pedestrian fatality, University Avenue and Osborne Road, March 1, 2018

The Minnesota Department of Transportation is currently working with local jurisdictions to understand the issues for pedestrians and motorists along the corridor. See Chapter 4: Parks, Trails, and Community Facilities for more details on these studies.

The City will continue to cooperate with the appropriate agencies on safety issues that arise.

Access Management

Access management is a critical component of a safe and efficient roadway system. By limiting access points, safety and mobility are increased on roadways. It is also important to balance mobility needs with local access needs. As discussed above, access is limited on higher mobility roadways such as Principal Arterials, while local streets provide increased access and decreased mobility.

Anoka County has access spacing guidelines to address access, safety, and mobility issues on roadways within the County. These guidelines for urban roadways are presented below in Table 5-1.

Table 5-1: Access Spacing Guidelines (source: Anoka County)

Functional Classification	Route Speed (MPH)	Intersection (Primary Full Movement)	Spacing (Conditional Secondary)	Signal Spacing	Private Access	
Principal Arterial	50 – 55	1 mile	½ mile	1 mile	Subject to conditions	
	40 – 45	½ mile	¼ mile	½ mile		
	< 40	1/8 mile	300 – 600 ft	¼ mile		
Expressway	50 – 55	1 mile	½ mile	1 mile		
Minor Arterial	50 – 55	½ mile	¼ mile	½ mile		
	40 – 45	¼ mile	1/8 mile	¼ mile		
	<40	1/8 mile	300 – 660 feet	¼ mile		
Collector and Local	50 – 55	½ mile	¼ mile	½ mile		
	40 – 45	1/8 mile	N/A	¼ mile		
	< 40	1/8 mile	300 – 660 feet	1/8 mile		

Pedestrian and Bicycle System

The City of Spring Lake Park includes two bicycle trails. The first runs east to west along Osborne Road (CSAH 8/CR 108) across the length of the City. The second trail runs along Central Avenue from the Fridley City boundary to 81st Avenue NE. The City maintains both trails. There are also numerous concrete sidewalks for use by pedestrians along several streets within the City, as well as a pedestrian bridge over Highway 65 near 80th Ave.

The City does not include any regional trails. The Northtown Mall generates bicycle and pedestrian traffic.

Additional information and maps about trail facilities in Spring Lake Park can be found in Chapter 4: Parks, Trails, and Community Facilities.

Transit

Transit is an important aspect of a multi-modal transportation system. The Metropolitan Council has identified the City of Spring Lake Park as “Market Area 3.” Service options within Market Area 3 are primarily commuter express bus service with some fixed-route local service providing basic coverage. General-public dial-a-ride services are available where fixed-route service is not viable. Transit Link provides general public dial-a-ride services and Metro Mobility provides ADA dial-a-ride services in Spring Lake Park.

The City of Spring Lake Park is currently served by several bus routes, all of which are operated by Metro Transit (5-3):

- Route 10 is a local service bus route on Central Avenue (TH 65) with branches on both Monroe Street NE/Osborne Road and University Avenue NE. It terminates at the Northtown Transit Center where it connects with eight other bus lines service much of Anoka County.
- Route 59 is a limited stop bus route that runs along Central Avenue (TH 65) between Coon Rapids and downtown Minneapolis, making stops at key intersections including at Osborne Road and 81st Ave NE during weekday peak hours.
- Routes 25 and 825 offer Monday through Saturday service along 85th Avenue NE on the northeastern edge of the City.
- Route 824 is limited stop bus route that runs along University Avenue (TH 47) between Coon Rapids and downtown Minneapolis. In Spring Lake Park, this route provides service on Osborne Road and Monroe Street.
- Route 854 is an express bus route that runs along University Avenue (TH 47) between Coon Rapids and downtown Minneapolis.

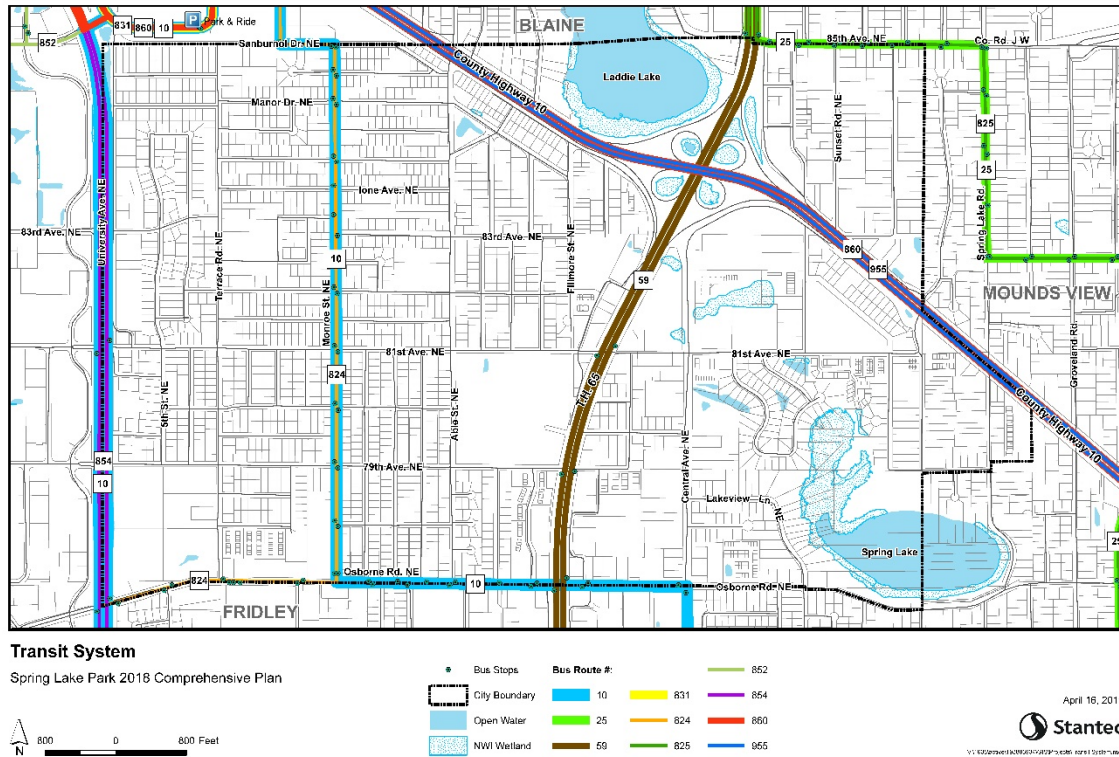


Figure 5-3: Transit System

Central Avenue BRT

In 2011 and 2012, Metro Transit studied regional corridors including Central and University Avenues for suitability of future Bus Rapid Transit lines. The Central/University alignment, if built, would travel along University Avenue (the western limit of Spring Lake Park) with approximately three stops along that border.

This segment of University Avenue - is generally two lanes in either direction with shoulder lanes on both sides and a ditch in the middle. Near intersections, the shoulder lanes generally convert to right-turn lanes and space in the ditch converts to left-turn lanes as illustrated in Figure 5-3. In the case that BRT is built along this segment of University, the shoulders could theoretically be converted to bus-only lanes. Transit priority at traffic signals may also improve performance. Any alterations to University Avenue must be coordinated with the Anoka County highway jurisdiction.

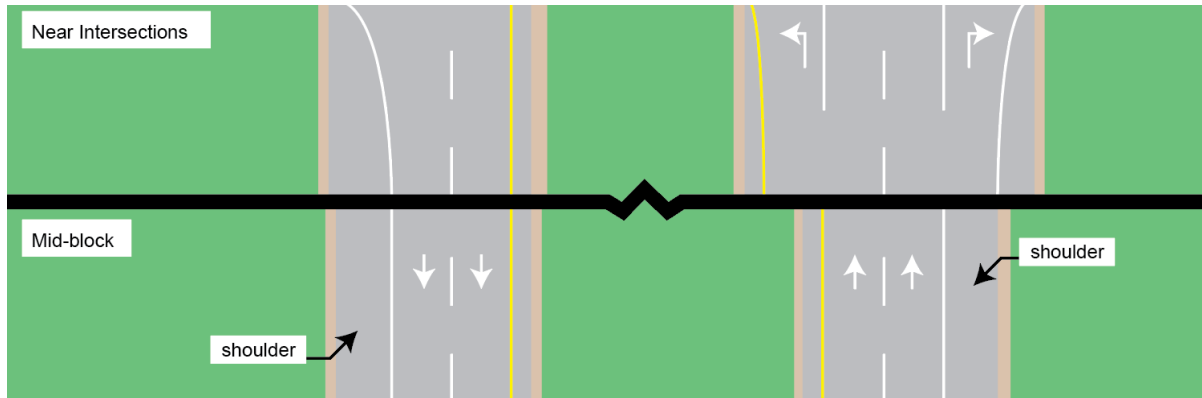


Figure 5-4: General existing condition of University Avenue (not to scale)

Although the study concluded that BRT along this corridor would improve reliability and travel speed, no further studies or implementation dates have been set. The City of Spring Lake Park will work with Metro Transit to continue to improve transit access in the area.

There are no park-and-ride facilities located within Spring Lake Park. A facility is located nearby at the Northtown Mall Transit Center, which is just north of Spring Lake Park's north boundary at University Avenue and Sanburnol Drive.

Aviation

There are no existing or planned aviation facilities within Spring Lake Park. However, the City is within the Anoka County-Blaine Airport (ANE) Influence Area. Therefore, it may be affected by planning considerations such as airport zoning, environmental mitigation, airport development and economic impacts, ground access needs, infrastructure requirements, and general land use compatibility. Development of an airspace zoning ordinance to meet the State standards is the responsibility of a joint airport/community zoning board.

In 2010, the Metropolitan Airports Commission (MAC) adopted a comprehensive plan for the Anoka County – Blaine Airport. The Plan serves as a framework for future development of the airport and compatibility with surrounding communities. The Plan also includes forecasts for air travel out of the airport with flight operations rising from 87,429 annual flights in 2015 to 88,025 flights in 2035. As such, the airport is estimated to have adequate runway capacity to support all future activity scenarios, and no new airfield expansion is currently planned.

The City will notify the Federal Aviation Administration of any alteration exceeding 200 feet above ground level or other construction or alteration as required by Federal Regulation Title 14, Part 77.

Freight

While there are some industrial and auto-oriented uses in Spring Lake Park, major trucking or freight infrastructure is limited. Heavy commercial average annual daily traffic is mapped in Figure 5-2. There are no railroads, rail terminals, or barge terminals in Spring Lake Park.

TRAFFIC ANALYSIS ZONES

TAZ Zones 250, 251, 252, and 253 fall entirely within the City of Spring Lake Park. Portions of TAZ Zones 248, 249, and 1703 are also within Spring Lake Park. All related TAZs are illustrated in Figure 5-. Population, household, and employment forecasts are allocated to the appropriate TAZs in Table 5-2. These projections assume linear growth within the time period between 2010 and 2040. The City of Spring Lake Park is entirely built-out with very few vacant parcels. New population growth in each of the six intersecting TAZs will be the result of residential and mixed-use redevelopment. More information about demographics and population growth and future land use changes are included in Chapters 1 and 2, respectively.

Table 5-2: Population, Household, and Employment Projections by TAZ (source: Metropolitan Council)

Population				
TAZ	2010	2020	2030	2040
248	23	33	35	38
249	246	291	311	335
250	1369	1409	1478	1566
251	624	709	740	787
252	1983	1929	1999	2092
253	1989	2139	2242	2368
1703	178	190	210	230
Total	6412	6700	7000	7401
Households				
TAZ	2010	2020	2030	2040
248	13	14	15	16
249	155	169	182	201
250	559	604	622	662
251	278	300	311	335
252	755	812	836	886
253	837	902	940	105
1703	75	80	100	100
Total	2672	2881	3000	3199
Employment				
TAZ	2010	2020	2030	2040
248	51	45	51	58
249	834	800	826	845
250	1265	1423	1453	1469
251	197	275	301	333
252	220	282	306	335
253	366	376	413	459
1703	66	80	100	100
Total	2999	3281	3450	3599

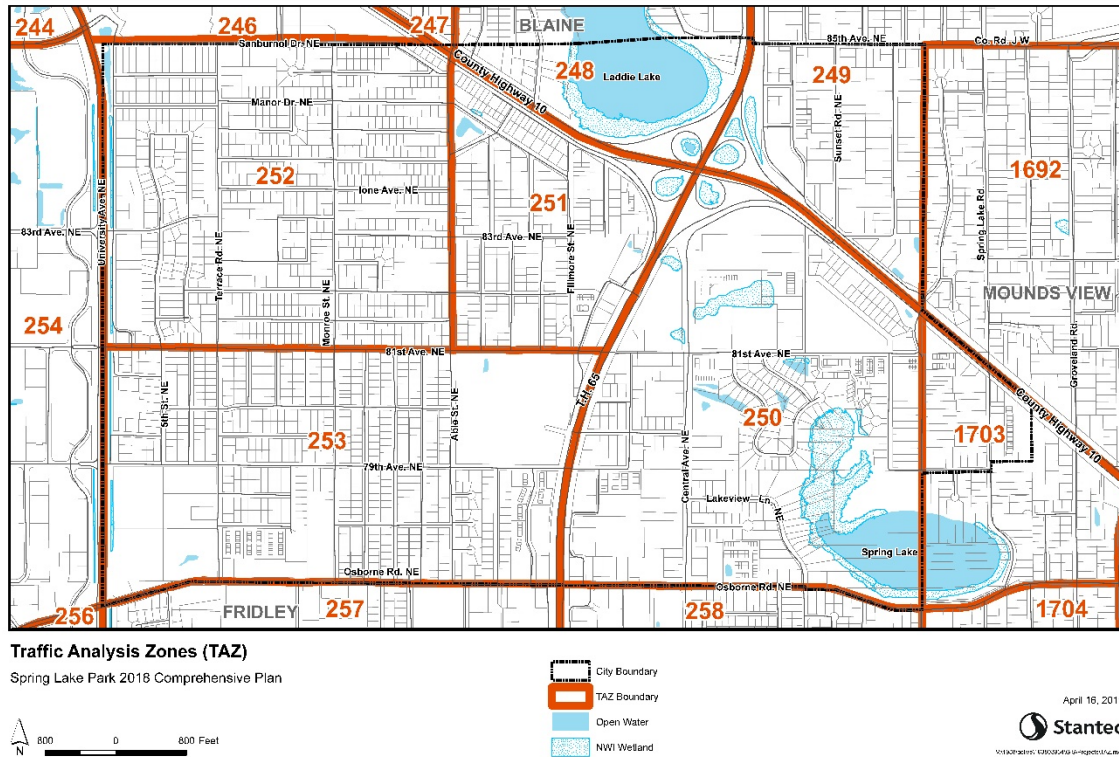


Figure 5-5: Traffic Analysis Zones (TAZ)

PLANNED IMPROVEMENTS

The City of Spring Lake Park will continue to cooperate with neighboring municipalities, Anoka and Ramsey Counties, and Mn/DOT to address access and mobility on local, county, and state roadways.

- There are no planned improvements to principle arterials in Spring Lake Park under the TPP 2040 current revenue scenario.
- There are no planned interchange improvements in Spring Lake Park.

There are no proposed MnPASS lanes within the limits of Spring Lake Park. The nearest proposed lane is along Interstate-35W approximately two miles to the east of city-limits. The proposed project involves the addition of one lane to I-35W between Roseville and Lino Lakes to accommodate a MnPASS shared high-occupancy vehicle and transit lane. No coordination between the City of Spring Lake Park and MnDOT is expected on this project.

Within the next 10-year planning period, the City will evaluate the condition of Garfield Street NE and Hayes Street NE for possible resurfacing. With the development of Hy-Vee, intersection improvements and signal timing will be implemented at 81st and MN 65. The City will continue its 7-year crack seal and seal coat maintenance program, as well as repairing any problem areas that arise.



Chapter 6: Water Resources

INTRODUCTION

The Public Facilities Chapter provides information on the City’s Sanitary Sewer, Water Supply, Local Surface Water Management Plans, and community facilities. These plans have been revised to meet new Metropolitan Council and watershed district standards. Information on these water resource plans are included as appendices to the comprehensive plan.

Water Resources Goals and Policies

The City of Spring Lake Park recognizes the importance of water resources for human and ecological services. The following goals and policies address surface water, sanitary sewer, and water supply.

1. Provide adequate sewer, water, and stormwater management to serve existing and new development.
2. Construct and operate existing and new public facilities to protect the health, safety, and welfare of residents.
3. Develop a plan consistent with the Metropolitan Council’s Regional Development Framework.

Policies and Action Steps:

1. Prohibit the installation of new on-site sewer systems.
2. Encourage new development that is consistent with the capacity of the sewer and water systems.
3. Continue the City program to require polyvinyl chloride sewer pipes for all new development and redevelopment, as well as for all repairs.
4. Continue the city’s CIPP sanitary sewer lining program.
5. Continue implementation of Best Management Practices of City MS4 permit administered by the MPCA, including adoption of necessary ordinances.
6. Cooperate with the Minnesota Department of Natural Resources-Ground Level Monitoring Program to monitor groundwater levels and establish municipal baseline groundwater level information.

SANITARY SEWER

The Met Council has prepared forecasts for sewer flow to assist communities in their comprehensive planning efforts. All uses within Spring Lake Park are sewered. There are no public or privately-owned Community Wastewater Treatment Systems or individual SSTs in operation within Spring Lake Park. The sewer forecasts for Spring Lake Park are presented in Table 6-1.

Table 6-1: Sewer Forecasts

	2010	2020	2030	2040
Sewered Population	6,412	6,700	7,000	7,400
Sewered Households	2,672	2,880	3,000	3,200
Sewered Employment	3,000	3,280	3,450	3,600
Average Annual Wastewater Flow (MGD)	0.55	0.54	0.56	0.58
Allowable Peak Hourly Flow (MGD)	2.24	2.21	2.21	2.27

The City of Spring Lake Park is served by the Met Council Interceptor 4-SL-534. Currently this interceptor has an available capacity of 0.79 mgd to provide for the City’s long-term sewer and water needs. The Met Council has not scheduled any improvements for this interceptor within the Plan’s 2040 timeframe. A small area of the City near Laddie Lake is served by Interceptor 4-NS-522 in Blaine.

Spring Lake Park’s wastewater flow is treated at the Metropolitan Wastewater Treatment Plant in St. Paul. Several improvements are planned for this facility through 2040 to provide for additional plant capacity and to meet required permit standards.

There are no existing trunk sewers through the City of Spring Lake Park, and no planned trunk sewer systems requiring connection to the Metropolitan Disposal System.

As demonstrated in Table 6-1, the community’s sewer flow is anticipated to increase very slightly by the year 2040. However, the City does not anticipate any capacity issues with the existing sewer system.

There are currently no active intercommunity service agreements. The City is working on several such agreements and will supply them when they are executed.

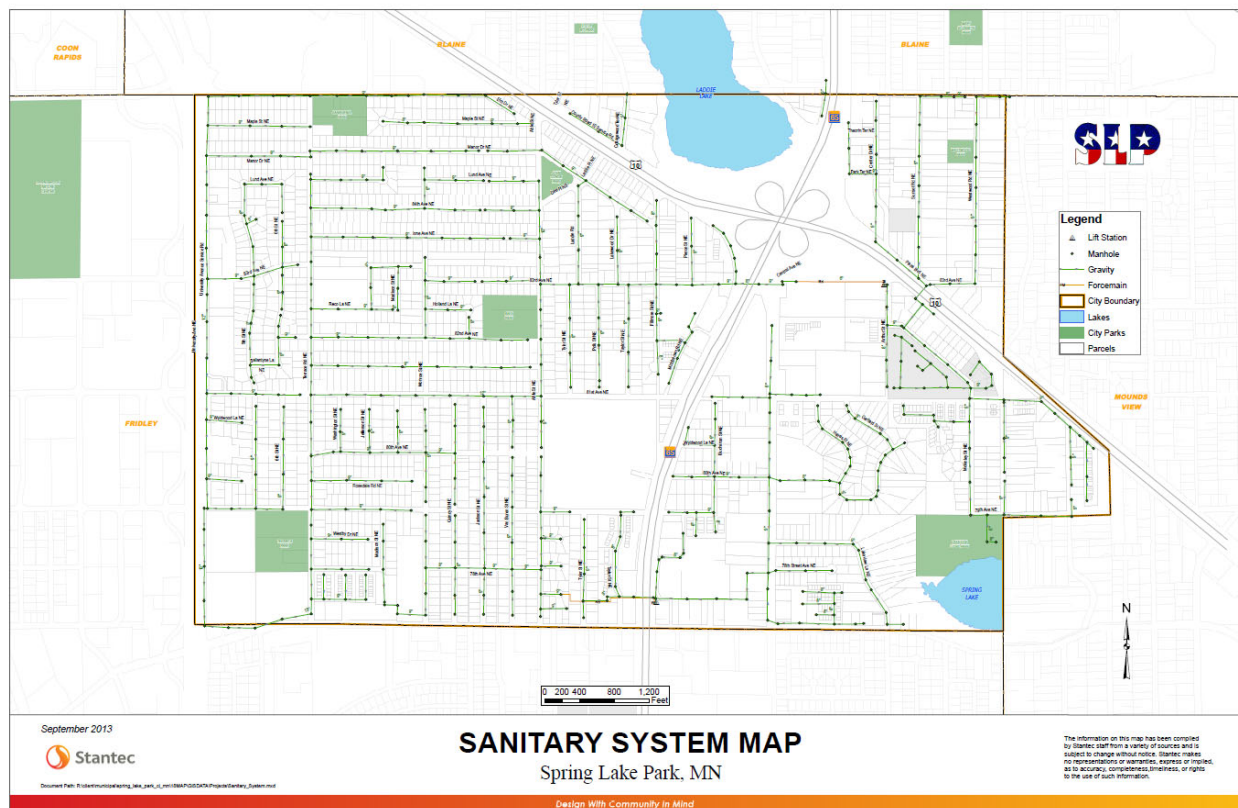


Figure 6-1 - Sanitary System Map

Inflow and Infiltration (I/I)

The Metropolitan Council has established Inflow and Infiltration (I/I) goals for all communities discharging wastewater to the Metropolitan Disposal System. Sources of I/I in the sanitary sewer system include cracks and openings in sewer mains, service laterals, joints, and deteriorated manholes, as well as possible sump pump foundation or rain leader connections. Factors that contribute to their susceptibility include age, condition, pipe material, construction, soils and water table elevation. The City has several

areas of pre-1970s era homes, especially within the northern and western portion of the City. Pre-1970 era homes have been identified by the Metropolitan Council as higher sources of potential I/I. Approximately 58.6% of homes (1529 of 2610 units) in Spring Lake Park were built prior to 1970. Those portions of the city developed prior to 1970 are prioritized for inspection.

System Evaluation

In February 2006, Metropolitan Council instituted its Inflow and Infiltration (I/I) Surcharge Program. The fundamental policy statement summarizing this program is that Metropolitan Council “will not provide additional capacity within its interceptor system to serve excessive inflow and infiltration.” The Council establishes Inflow and Infiltration thresholds for each of the communities that use its system. Communities that exceed this threshold are required to eliminate this excess flow within a reasonable timeframe or pay a surcharge fee. Spring Lake Park has not been identified by Metropolitan Council as a municipality with excessive I/I. The City does, however, take action to limit I/I and preserve capacity within its system. This program is described further in the following narrative.

The *EPA Guide for Estimating Infiltration and Inflow (June 2014)* was used to estimate the proportion of I/I contribution in the City’s wastewater system. Monthly flow data were obtained from the Metropolitan Council for the period of 2015 to 2018. Monthly average flows for the four-year period March to November (representative of a wet portion of the year) and December to February (representative of a dry portion of the year) were calculated. It was determined that the wet monthly average flow (March-November) was 19.12 mg and that the dry monthly average flow (December-February) was 17.16 mg. Thus, on average, I/I contributes roughly 1.96 mg monthly (roughly 11% of base flows). The peak flow for the City of Spring Lake Park is 25.20 mg in August 2011.

Potential sources of I/I could include:

- Groundwater infiltration in low areas around lakes within the City.
- Underground springs that may contribute to groundwater infiltration.
- The increasing frequency of high-intensity rain events in the region that contribute inflow, especially when the 100-year high-water level is exceeded, and,
- Compromised sewer lines and manholes.

Goals, Policies and Strategies to Address I/I

To reduce I/I and to achieve its I/I goal established by the Met Council, the City has adopted Ordinance §50.20 to prohibit discharge from sump pumps, foundation drains, and roof leaders to the sanitary sewer system.

§50.20 Clear Water in Sanitary Sewer System Prohibited.

“It shall be unlawful for any owner, occupant, or user of any premises to direct into or allow any storm water, ground water, or surface water, or water from air conditioning systems to drain into the sanitary sewer system of the city.”

The City does not have an ordinance that requires the disconnection of existing foundation drains, sump pumps, and roof leaders from the sanitary sewer system but the City is steadfast in maintaining its sewer system. Portions of the City’s sewer are televised regularly in a rotation, especially areas of pre-1970 homes. During these inspections, services exhibiting constant clear water flows are noted and investigated for possible illegal connections. The City requires that all new sewer construction and all repairs of existing sewers be constructed with polyvinyl chloride pipes and the City completes regular sanitary sewer lining maintenance projects. The City’s Capital Improvement Plan (CIP) allocates



\$150,000 per year for sewer lining in order to remediate I/I sources identified in the City. The CIP is attached as an appendix. The City’s implementation plan for minimizing inflow and infiltration is shown below in Table 6-2.

Table 6-2: Implementation Costs and Timeline

I/I Implementation Activity	Cost	Timeline
Televise and inspect sewer facilities for leaks	\$10,000	Annual
Inspect sewer facilities in response to backups	\$12,000	Continually (as needed)
Sewer Lining	\$150,000	Annual
Disconnect prohibited/unused connections to sewer	\$1,000	Continually (as needed)

SURFACE WATER MANAGEMENT

Spring Lake Park is within the Rice Creek Watershed District and the Coon Creek Watershed District. After watershed district plans are developed and approved, local communities are required to complete a local surface water management plan. The City of Spring Lake Park has updated their Local Surface Water Management Plan (LSWMP) to reflect the needs of the watershed districts and the Metropolitan Council. A full copy of the plan is included in the appendices of this comprehensive plan.

WATER SUPPLY PLANNING

The City of Spring Lake Park is served by four wells, with two treatment facilities. The City completed a Wellhead Protection Plan, which was approved by the Minnesota Department of Health in May 2018. The Plan establishes Drinking Water Supply Management Areas (DWSMA) around city wells and establishes goals for the protection of its water supply over the next ten years. The City also participates in the Anoka County Municipal Wellhead Planning Group, a joint power organization that promotes cooperation and coordination among area cities to protect the area’s water supply.

In lieu of completing a Water Supply Plan Chapter, the City has completed the DNR’s Emergency and Conservation Water form, which fulfills the requirements of the Water Supply Chapter. This form is included in the Appendix of this plan for reference.

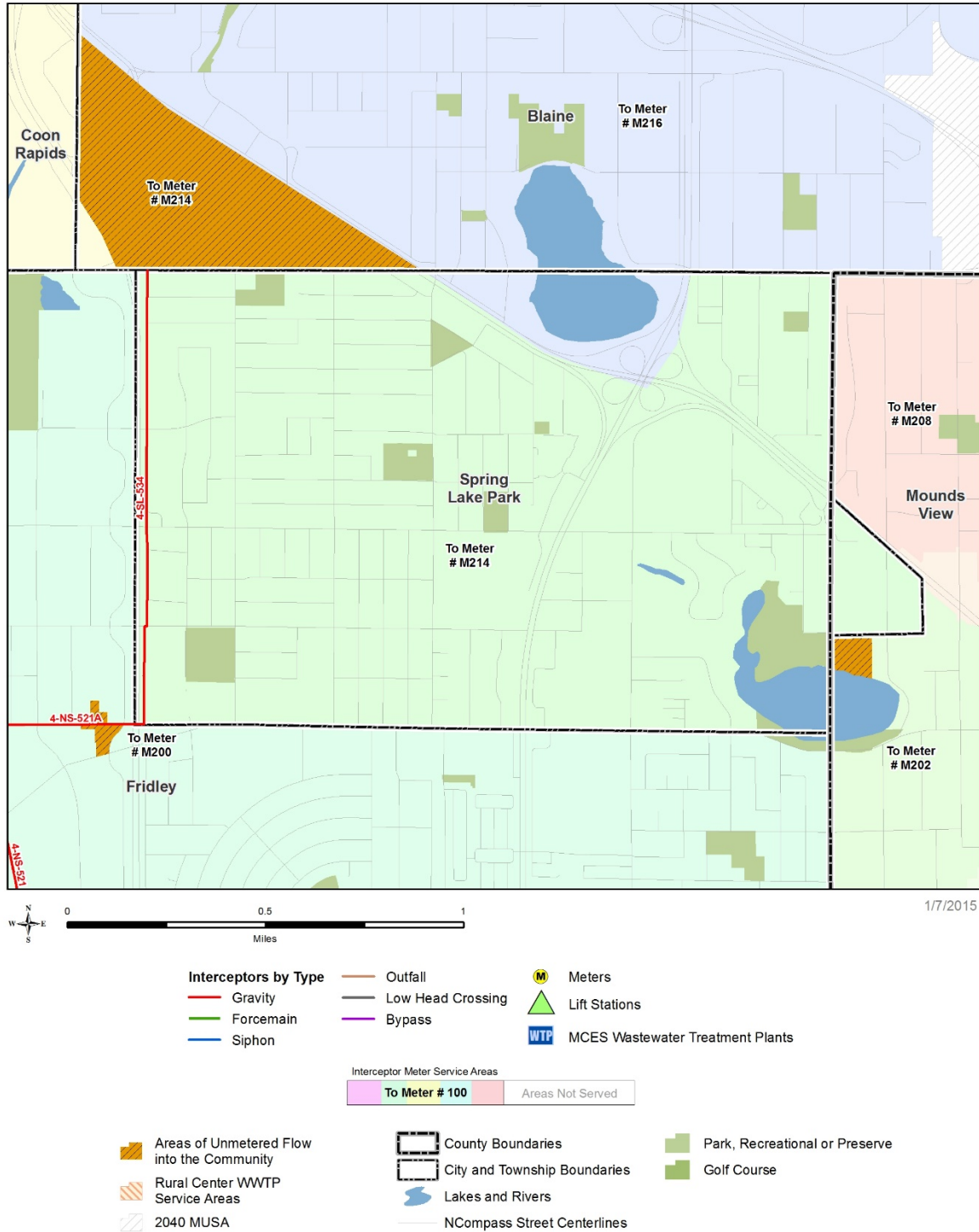


Figure 6-2: MCES Sanitary Sewer Meter Service Areas

Chapter 7: Implementation

INTRODUCTION

The implementation of the Comprehensive Plan does not end with adoption. The City's official controls, the zoning ordinance and subdivision regulations, will ensure day to day monitoring and enforcement of the policy plan. The regulatory provisions of both ordinances, as revised, will provide a means of managing development in the City in a manner consistent with the Comprehensive Plan. The City's Capital Improvements Program will enable needed improvements identified in the plan to be programmed and implemented in a timely and cost-effective manner.

OFFICIAL CONTROLS

As part of the planning process, the City will evaluate its land use controls and consider amendments to existing ordinances to eliminate inconsistencies with the Comprehensive Plan, enhance performance standards, protect public and private investments, and to conform to mandatory State and Federal regulations.

The plan identifies a number of specific changes to the zoning ordinance and subdivision regulations which need to be considered by the City. Some of these changes include:

- Changes in the zoning map to make the zoning of property consistent with the policies and provisions of this plan. The City's existing zoning map is presented in Figure 7-1. The City will also make any necessary changes to zoning text to ensure consistency with the Comprehensive Plan.
 - Completed within 9 months of approval of the Comprehensive Plan. .
- Completion of a local surface water management plan.
 - Completed by December 2018.
- Adopt an ordinance prohibiting the connection of sump pumps to the sanitary sewer system.
 - Completed within 9 months of approval of Comprehensive Plan. .
- The City will make any necessary changes to the subdivision ordinance to ensure consistency with the Comprehensive Plan.
 - Within 9 months of approval of the Comprehensive Plan

A full list of policies with timeline for implementation is outlined later in this chapter.

To achieve the goals of this Comprehensive Plan, the City of Spring Lake Park will use the following official controls, programs and fiscal devices to implement changes proposed within the plan:

1. Zoning Map and Categories

Zoning is the primary regulatory tool used by local governments to implement their comprehensive plan. City zoning code regulates land use to promote the health, safety, order, convenience and general welfare of all residents. The zoning code regulates the location, size, use and height of buildings, the arrangement of buildings on lots, and the density of the population within the City.

In 2015, the City of Spring Lake Park revised their entire zoning code to reflect changes in the community and provide a more concise and user-friendly code document. The code consists of the

official zoning map and the supporting ordinance text. The official map divides the community into a series of zoning districts and the text describes regulations for the use of land within these districts. Zoning districts in Spring Lake Park are mapped in Figure 1-1. Zoning districts are listed in the following section. Full regulations for all districts can be found in the City’s Code of Ordinances §153.

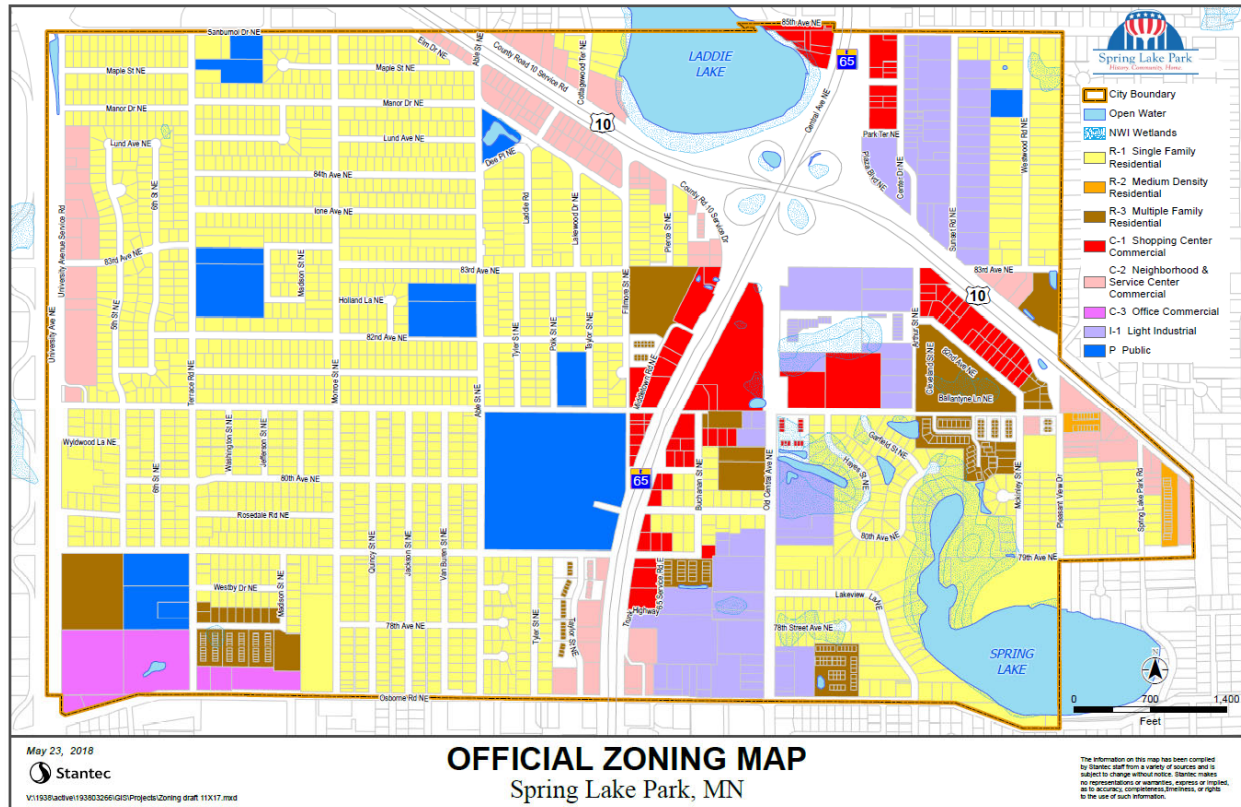


Figure 1-1 - Zoning Map

Residence Districts

R-1, single-family residence district: This district is intended to preserve, create, and enhance areas of exclusive single-family development where that development fits the Comprehensive Plan, and where two-family dwellings may be allowed by conditional use permit.

R-2, medium density residence district: This district is intended to provide for medium density residential use which stresses individually owned dwelling units to provide a transition between lower and higher densities and between incompatible land uses.

R-3, multiple-family residence district: This district is intended to provide a residence area in which multiple dwellings not exceeding six units per building may be allowed, except by conditional use permit.

Non-residence Districts

C-1, shopping center commercial district: This district is intended to provide a district which may be applied to land in single ownership or unified control for the purpose of developing a planned business center with a unified and organized arrangement of buildings and service facilities at key locations which are suitable for the use and which are centrally located within the residential area they are intended to serve.



C-2, neighborhood and service commercial district: This district is intended for the convenience of persons residing in nearby residential areas and is limited in its function to accommodating the basic day-to-day shopping needs of the typical family. It is also intended as a business district which may be located in separate areas adjacent to shopping centers and thus help to keep the basic retail areas compact and convenient, and in other separate areas to provide a district which may be located in close proximity to a major thoroughfare or highway in order that highway service types of land use can be provided.

C-3, office commercial district: This district is intended to provide a district which is related to and may reasonably adjoin high density or other residential districts for the location and development of administrative office buildings, medical uses, and related office uses which are subject to more restrictive controls.

I-1, light industrial district: The light industrial district is established to provide employment opportunities and to group industrial and certain uses in locations accessible to highways for the safe and effective movement of raw materials, finished products, and employees.

2. Subdivision Ordinance

The subdivision ordinance regulates the subdivision and platting of land within the City, ensuring that a new development or redevelopment meets the standards of the city for a safe, functional, and enjoyable community. The subdivision ordinance also facilitates adequate provision for transportation, water, sewage, storm drainage, electric utilities, streets, parks, and other public services and facilities essential to any development. The subdivision of land promotes the public health, safety and general welfare of the city and helps achieve the vision of this comprehensive plan by providing for standards in the development of land.

3. Environmental Regulations

The City of Spring Lake Park has completed a Local Surface Water Management Plan (LSWMP) and Local Water Supply Plan (LWSP) which are included as appendices to the Comprehensive Plan.

4. Building and Nuisance Codes

The purpose of the building and nuisance codes are to safeguard the public health, safety and general welfare of all residents. The building code applies statewide for construction reconstruction, alteration, and repair of buildings and other structures of the type governed by the code. The building code is adopted as a part of the Spring Lake Park code of ordinances. The nuisance code is administered directly by the City and protects against common nuisances found within the City. Both the building code and nuisance code regulate and control the physical development within the City and assist with the implementation of goals within the comprehensive plan.

5. Capital Improvement Plan (CIP)

The City will annually update a five-year capital improvements program which identifies major capital expenditures consistent with the Plan. The program should include public and private investments in infrastructure, park and trail development expenditures, infrastructure repair and replacement, building maintenance and repair and other planned capital expenditures. Like the Comprehensive Plan, the capital improvements planning process is ongoing and subject to modification, as appropriate. Spring Lake Park's Capital Improvement Program is included in the Appendix, for reference.



POLICIES AND TIMELINE FOR IMPLEMENTATION

Land Use	Implementing Body	Timeline
Establish a future land use plan that will enable the City to meet its population, and household and employment forecasts.	City staff and elected officials	Short-term
Provide for the rezoning of properties currently improved with residential uses but designated for commercial or industrial uses by the adopted comprehensive plan update, at such time as proposals for industrial or commercial developments are presented to the City for review, with the intent that current residential property owners with nonconforming uses shall not be jeopardized in the event that a natural or man-made disaster destroys their dwellings.	City staff and elected officials	Ongoing
Work with property owners to create redevelopment standards in existing single-family residential neighborhoods that are consistent with neighboring homes.	City staff and elected officials	Medium-term
Continue to provide for zoning restrictions on properties designated for commercial/industrial uses so that there will be appropriate buffers between commercial/industrial development and adjacent residential uses.	City staff and elected officials	Ongoing
Approve ordinance provisions that are consistent with land use designations established in the adopted comprehensive plan update.	City staff and elected officials	Short-term
Review and amend the City’s Code of Ordinances and Zoning Code as needed to reflect changes in the community.	City staff and elected officials	Short-term
Housing	Implementing Body	Timeline
Provide qualified residents with information about housing maintenance and rehabilitation programs administered by Anoka County Housing and Redevelopment Authority and the Minnesota Housing Finance Agency.	City staff	Short-term
Pursue the development of new housing to accommodate a range of housing needs, particularly executive and senior housing.	City staff	Long-term
Research and engage with experts and the community on best management practices and policies regarding accessory dwelling units in residential neighborhoods.	City staff	Medium-term



Parks, Trails, and Community Facilities	Implementing Body	Timeline
Complete renovations of park buildings to meet the needs of park users and visitors.	City staff	Medium-term
Explore the renovation or relocation of City Hall to better meet the needs of constituents.	City staff	Long-term
Work with Anoka County to rebuild Osborne Trail in areas needing pavement maintenance.	City staff and Anoka County	Medium-term
Collaborate with other agencies and partners to implement new regional or multi-jurisdictional trails in Spring Lake Park and neighboring communities.	City staff and multi-jurisdictional staff	Medium-term
Transportation	Implementing Body	Timeline
Continue regular maintenance of existing City streets, including reconstruction of older streets as necessary.	City staff and elected officials	Ongoing
Continue to collaborate with Anoka County on any future County-initiated improvements to County Roads.	Anoka County and City staff	Ongoing
Establish a program of access management in connection with the redevelopment of commercial land industrial properties.	City staff and elected officials	Medium-term
Require that a developer of any proposed structure 200 feet above ground level notify the Federal Aviation Administration and the Minnesota Department of Transportation (Aeronautics) of the potential to affect navigable airspace.	City staff	Ongoing
Cooperate with the Metropolitan Council and the Metropolitan Airports Commission on potential development within the influence area of the Anoka County-Blaine Airport.	City staff and elected officials	Long-term
Cooperate with Metro Transit and Anoka County to accommodate Spring Lake Park’s transit needs.	City staff and elected officials	Ongoing
Limit access on Principal and A-Minor Arterials to improve the safety and capacity of these roadways.	City staff and elected officials	Ongoing



Water Resources	Implementing Body	Timeline
Prohibit the installation of new on-site sewer systems.	City staff and elected officials	Short-term and ongoing
Encourage new development that is consistent with the capacity of the sanitary sewer and water systems.	City staff and elected officials	Ongoing
Continue the City program to require polyvinyl chloride sewer pipes for all new development and redevelopment, as well as for all repairs.	City staff and elected officials	Ongoing
Continue implementation of Best Management Practices of City MS4 permit administered by the MPCA, including adoption of necessary ordinances.	City staff and elected officials	Ongoing
Cooperate with the Minnesota Department of Natural Resources-Ground Level Monitoring Program to monitor groundwater levels and establish municipal baseline groundwater level information.	City staff and elected officials	Ongoing

PLAN AMENDMENT PROCESS

The Comprehensive Plan is intended to be general and flexible; however, formal amendments to the Plan will be required when land use elements are revised. Periodically, the City should undertake a formal review of the plan to determine if amendments are needed to address changing factors or events in the community. While a plan amendment can be initiated at any time, the City should carefully consider the implications of the proposed changes before their adoption.

When considering amendments to this plan, the City will use the following procedure:

1. Amendments may be initiated by land owners, land developers, the Planning and Zoning Commission or the City Council.
2. The Planning and Zoning Commission will direct the City staff to prepare a thorough analysis of the proposed amendment.
3. The City staff will present to the Planning and Zoning Commission a report analyzing the proposed changes, including their findings and recommendations regarding the proposed plan amendment.
4. The Planning and Zoning Commission will decide whether or not to proceed with the proposed amendment. If a decision to proceed is made, a formal public hearing will be held on the proposed amendment.
5. Following the public hearing the Planning and Zoning Commission will make a recommendation to the City Council.
The City Council will receive the recommendation from the Planning and Zoning Commission and make a final decision on whether to adopt the amendment.

All amendments to the plan must be submitted to the Metropolitan Council for review prior to implementation.