

C Community Development Committee

Meeting date: September 19, 2011

Business Item
Item: 2011-256

ADVISORY INFORMATION

Subject:	Scott County Comprehensive Plan Amendment, Transportation Text and Commercial Land Use Change Review File No. 20402-3
District(s), Member(s):	District 4, Council Member Gary Van Eyll
Policy/Legal Reference:	Minnesota Statutes Section 473.175
Staff Prepared/Presented:	Tom Caswell, Principal Reviewer, 651-602-1319 Phyllis Hanson, Local Planning Assistance Manager, 651-602-1566
Division/Department:	Community Development / Planning & Growth Management

Proposed Action

That the Metropolitan Council:

1. Adopt the attached review record and allow Scott County to put the Transportation Text and Commercial Land Use Change comprehensive plan amendment (CPA) into effect.
2. Advise the County of the advisory comments for water resources and transportation.
3. Find that the proposed CPA does not change the County's forecasts.

Background

The Metropolitan Council reviewed the Scott County 2030 Comprehensive Plan (Update) in February, 2009.

The Council has acted on two amendments to the Update.

Rationale

The proposed CPA conforms to regional system plans, is consistent with Council policies, and is compatible with the plans of other local communities, school districts, and affected special districts.

Funding

None.

Known Support / Opposition

There is no known opposition.

REVIEW RECORD

Scott County Comprehensive Plan Amendment Transportation Text and Commercial Land Use change Review File No. 20402-3, Council Business Item No. 2011-256

BACKGROUND

The Metropolitan Council reviewed the Update in February, 2009.

The Council has acted on two amendments to the County's Plan.

REQUEST SUMMARY

The CPA proposes to reguide 11 acres from Commercial Reserve to Commercial/Industrial for a proposed wholesale landscape supply business along Highway 169 in Sand Creek Township, changes maps and text in the transportation element, and incorporates completed transportation studies.

OVERVIEW

Conformance with Regional Systems	The CPA conforms to the Regional System Plans for Parks, Transportation (including Aviation), and Wastewater, with no substantial impact on, or departure from, these plans.
Consistency with Council Policies	The CPA is consistent with the Council's RDF, with water resources management, and is consistent with Council forecasts.
Compatibility with Plans of Adjacent Jurisdictions	The CPA will not have an impact on adjacent communities, school districts, or watershed districts, and is compatible with the plans of those districts.

PREVIOUS COUNCIL ACTIONS

- The Council acted on the County's Update in February, 2009.

ISSUES

- I. Does the amendment conform to the regional system plans?
- II. Is the amendment consistent with the RDF and other Council policies?
- III. Does the amendment change the Township's forecasts?
- IV. Is the amendment compatible with the plans of adjacent local governmental units and affected jurisdictions?

ISSUE ANALYSIS AND FINDINGS

CONFORMANCE WITH REGIONAL SYSTEMS

The proposed CPA conforms to regional policies plans for parks, transportation (including aviation), and water resources management. Additional comments for the affected systems are provided below. The comments are advisory only, and are intended to remind the County of the process and procedures in place for approval of proposed interchanges, reclassification of roadways, and previous review comments related to the Savage Fen.

Water Resources Management

Reviewer: Jim Larsen, CD – Environmental Resources (651-602-1159)

County Road 27 Planning

The Update's Functional Classification map, updated in 2011 and accompanying this CPA continues to identify a possible future (dotted line) segment of County Road 27 (CR27) in place between CR16 and Trunk Highway 13 (TH13). The map does note however, that "dotted line segments are not intended to show specific alignments."

Advisory comment

Council staff recommends that the County examine shifting CR27 from its currently proposed alignment north of CR16 to avoid further impacts on the Savage Fen Wetland Complex (Complex). An Alternative Urban Areawide Review (AUAR) was prepared, in the mid-990's, regarding a management plan for the Savage fen. Continuation of this road north through the Complex would be inconsistent with the AUAR protection plan goals. Adhering to these goals will safeguard the fragile environment of the wetland complex from additional impacts of continued urbanization

Transportation

Reviewer: Jonathan Ehrlich, MTS – Systems Planning (651-602-1408)

Trunk Highway 169/69 Interchange

The County has adopted and endorsed land use and transportation planning "as described and depicted in the City of Shakopee's 2030 Comprehensive Plan." The Council understands that this includes plans for proposed land use in Jackson Township. It also includes construction of an interchange at TH 169 and CR 69 and construction of frontage roads along TH 169 south of CR 69 to provide local land access. This is incorporated by reference.

Advisory comment

Council staff recommends including a proposed land use map in the Update to depict these changes. Access management policies are consistent with regional policy on access management for principal arterials.

Other New interchanges on the Metropolitan Highway System

The CPA incorporates by reference and summary, a number of highway studies. In addition, the CPA lists a number of future study needs. The county may and should undertake any study on the region's or county's highway system it believes is necessary or valuable.

Advisory comment

Projects on the Metropolitan Highway System must be authorized by MnDOT, FHWA and the Metropolitan Council. Specifically, access to trunk highways is subject to MnDOT approval. New interchanges are subject to the review and approval of MnDOT and the Metropolitan Council and if they are to be added to the Interstate, FHWA must give its approval.

The plan amendment identifies potential or recommended interchanges on TH 169 and the study of a new interchange on I-35W. Unless the new interchanges are identified in the 2010 TPP, they must go through the Interchange Evaluation and Approval Process (Appendix E of the 2010nTPP). No new interchanges are included or recommended in the TPP.

Advisory comment

Any of the future interchanges in the plan amendment or in studies referenced in the plan must go through the evaluation process. In addition, the Council must grant Controlled Access Approval in accordance with Mn. Statute 473.166, for any new or modified interchanges on the Metropolitan Highway System.

The TH 169/CR 69 proposed interchange has been evaluated through the Interchange Evaluation Process.

Proposed New Principal Arterials

The CPA incorporates a number of highway studies by summary and reference that call for new principal arterials. The Metropolitan Council, in conjunction with MnDOT, determines what highways should or should not be principal arterials and what future potential principal arterials should be in the TPP.

In the 2010 TPP, the Council included a separate section that recognized "Additional Highway Needs-New Principal Arterials or 'A' Minor Arterials to Support Expanding Urban Development" (Page 102) and recognizes future potential principal arterials in Scott County. Specifically, that section says "Identified needs for future principal arterials are found in ...Scott County (east-west and north-south)...Scott County has determined that the potential north-south principal arterial should be CSAH 17 and TH 13 from TH 169 to TH 19 and the future east-west principal arterial should be Scott CR 8/Dakota CR. 70 from I-35 to TH 169. . . . These proposed principal arterials will be considered further in the 2011 update of the TPP when the regional forecasts based on 2010 census have been developed."

The CPA also notes that the CR 42 principal arterial designation will be extended west to CR 21. CR 21, which will connect CR 42 to TH 169, will also be designated a principal arterial. The Council agrees with these designations which will be made after CR 21 opens to traffic.

I-35/CR 2 Interchange Footprint Study

This interchange is located in the city of Elko New Market and is expected to reach capacity; the existing bridge is 35 feet wide with one driving lane and narrow shoulder in each direction. A new interchange is not expected to be constructed before 2030. An interchange area management plan was developed that will monitor land use and redevelopment, develop a circulation and access management plan for the area and preserve/construct the footprint area of an expanded interchange and a supporting roadway network as development or redevelopment occurs in the area.

Advisory comment

In advance of construction, the county will need to respond to the Appendix E interchange criteria as well as request controlled access approval.

TH 169/CH 3 Area Study

This study evaluated options for grade separation at CH 3 and TH 169 in Belle Plain. It reevaluated the CH 3 interchange option recommended by the TH 169 IRC and recommends, instead, a bridge over TH 169 at the existing intersection with ri/ro access to and from TH 169. It appears to be a "lower cost" solution. It is spaced only one mile from the TH 25/TH 169 interchange and this proximity may not serve the city's needs for long-term build out or the larger regional transportation system needs. It was not possible to tell from the one page summary provided, but the Council has made two RALF loans in the proposed CH 3 interchange/TH 169 area, and these loans will need to be repaid in advance of construction.

TH 169 Frontage Road Alignment Study

Study and recommendations are consistent with regional policy on Access Management. Similar work may be appropriate on TH 169 between CR 69 and CR 78 if controls are not already in place.

CONSISTENCY WITH COUNCIL POLICY

The proposed CPA is consistent with the Council's policies for housing, subsurface sewage treatment systems, and water supply. The proposed CPA is consistent with the *2030 Regional Development Framework* (RDF) policies for Diversified Rural communities. The CPA will not change the County's forecasts.

COMPATIBILITY WITH PLANS OF ADJACENT GOVERNMENTAL UNITS AND PLANS OF AFFECTED SPECIAL DISTRICTS AND SCHOOL DISTRICTS

The proposed CPA is compatible with the plans of adjacent jurisdictions. No compatibility issues with plans of adjacent governmental units and plans of affected special districts and school districts were identified.

ATTACHMENTS

Figure 1: Future Land Use Map: Current and Proposed Guiding

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