



CITY OF
PINE SPRINGS

COMPREHENSIVE PLAN
2008 - 2030

Pine Springs City Council

Mayor Frank Bastyr

Council Members:

William J. Feely

Gilmore Loeffler

Chris Kardashian

Tom Novak

Pine Springs Planning Commission

James M. Malkowski, Chair

Glen Connell

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Marvin Odell

Karen Pirozzoli, Administrator

Judie Erickson, Planner

Preparer of the Comprehensive Plan Update

RESOLUTION NO. 09-16

**RESOLUTION APPROVING THE COMPREHENSIVE PLAN
2008-2030 UPDATE SUBJECT TO METROPOLITAN
COUNCIL APPROVAL, AND AUTHORIZING CIRCULATION
OF THE CITY OF PINE SPRINGS 2008 – 2030
COMPREHENSIVE PLAN UPDATE TO OTHER
JURISDICTIONS FOR REVIEW AND COMMENT**

WHEREAS, State statutes (Minn. Stat. 473.175-473.871) requires that cities review and revise their comprehensive plan for consistency with Metropolitan Council policy plans and State statutes; and

WHEREAS, the City of Pine Springs has completed a draft comprehensive plan update consistent with Metropolitan Council requirements and State statutes, and

WHEREAS, the Planning Commission and the City Council held a joint public hearing on April 7, 2009, to receive public comment of the Plan, and

WHEREAS, the Planning Commission recommended approval of Comprehensive Plan 2008 – 2030 update based upon review of the goals and objectives stated therein and public comment; and

WHEREAS, the City of Pine Springs is required (Minn. Stat. 473.858, 473.854) to submit its draft comprehensive plan update to adjacent governmental units, affected school districts and other affected government agencies for review and comments prior to submission to the Metropolitan Council for its review; and

WHEREAS, State statutes governing the local government review process allows a review period of 6 months.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Pine Springs approve Comprehensive Plan 2008 – 2030 update subject to review by the Metropolitan Council; and

NOW, THEREFORE BE IT RESOLVED, that the City of Pine Springs authorizes circulation of the approved Comprehensive Plan 2008 – 2030 update to adjacent jurisdictions and other government agencies for review and comment.

The City Council motion for approval of this resolution was introduced by

Feely
And seconded by Kardashian

In a vote being taken thereon, the following voted in favor of the resolution:

Novak, Kardashian, Feely, Loeffler + Bastyr
And the following voted against the same: _____

Adopted by the City Council, April 7, 2009

Attest:

Karen M Prozzoli
Administrator

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Cover Photo of Pine Springs

Forward

Pine Springs City Council and Planning Commission

Pine Springs City Council Resolution Approving the Comprehensive Plan Update

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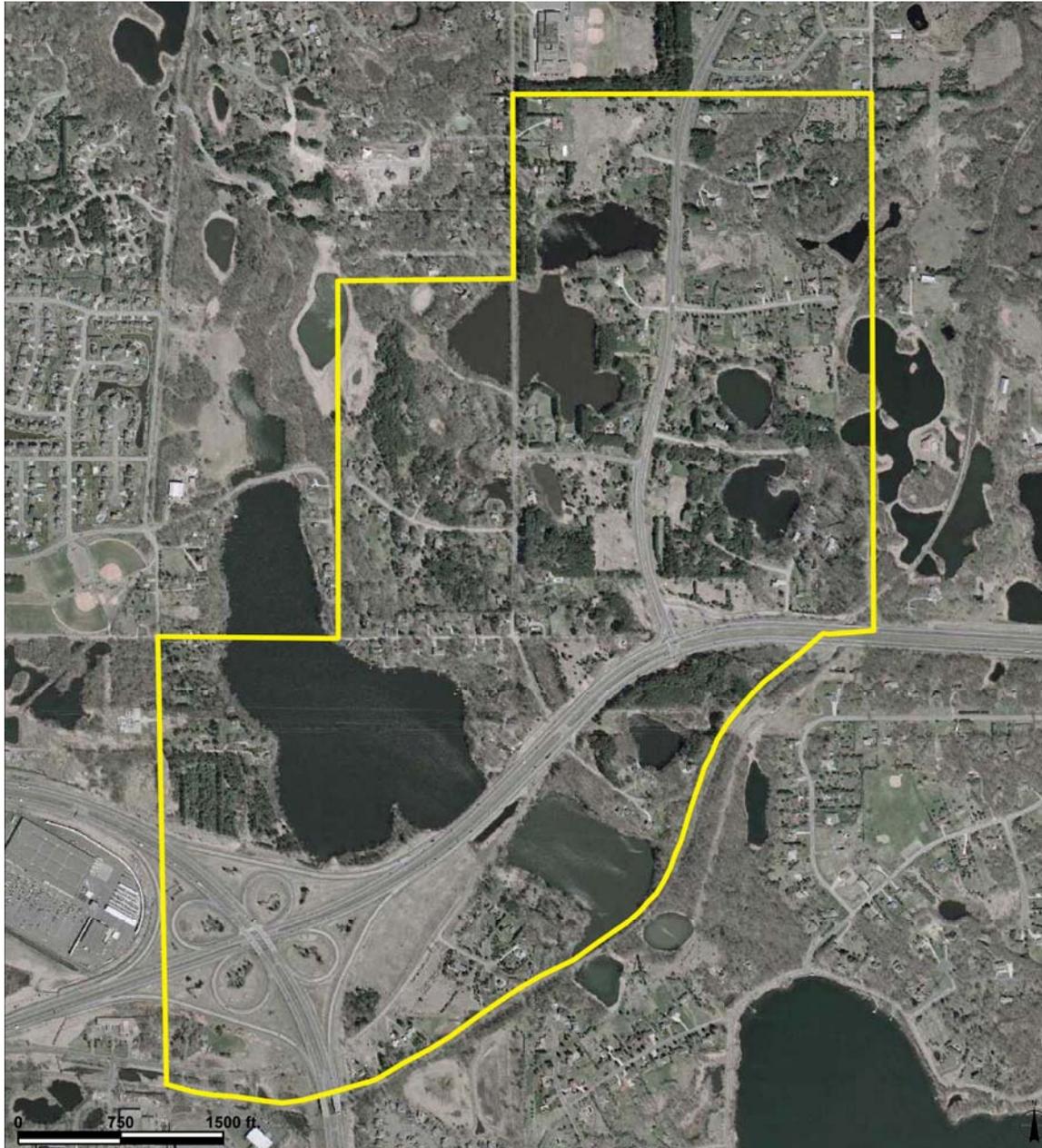
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City of Pine Springs
2006 Aerial Photo



Purpose

A comprehensive land use plan is a general guide for planning commissions and city councils to use in reviewing and evaluating future development proposals and planning infrastructure improvements. Based on the principles set forth in the plan, decisions for guiding uses, adopting ordinances, establishing partnerships, and allocating resources can be made.

Chapter 1 - Introduction

Another purpose of the City's Comprehensive Plan is that it provides a tool for preserving the existing character of the City while providing its residents with efficient and safe services such as transportation and protecting its natural resources and environment.

The City of Pine Springs has prepared Comprehensive Plan 2009 – 2030 to reaffirm its vision for the future and to comply with the requirements of the Metropolitan Land Planning Act and other statutes.

The City of Pine Springs adopted its original Comprehensive Municipal Plan in 1973. The Plan was most recently updated in 2000.

Process

The Metropolitan Council is directed by Minnesota law to develop a regional development framework and system plans for land use, water resource management, parks, and transportation. Together these are used to plan for the seven-county region's infrastructure needs for future expected population growth. The Metropolitan Council, in its system statements and Local Planning Handbook, provide the context and guidelines for local units of government to develop their Comprehensive Plans.

Minnesota law also requires every city and county within the seven-county Metropolitan Area to update their Comprehensive Plans and to submit them to the Metropolitan Council for review in relation to the regional framework at least once every 10 years. Local Plans are due within three years of receiving an updated system statement from the Metropolitan Council. Local Comprehensive Plans are also reviewed by adjacent municipalities (Oakdale, Mahtomedi, Lake Elmo, Grant), and other affected governmental agencies, including Independent School Districts 832 and 622, Washington County, Valley Branch Watershed District, Minnesota Department of Transportation, and others.

The last system statement for Pine Springs was issued in September of 2005. It requires the City of Pine Springs to specifically address the following: efficient growth, multi-modal transportation, housing choices, and natural resource protection.

The study and review of these issues is reflected in this 2008 - 2030 Comprehensive Plan update. This Plan encompasses the requirements of the Metropolitan Council's *Local Planning Handbook* and the *2030 Regional Development Framework*, the Metropolitan Land Planning Act, and the Washington County Comprehensive Plan.

Chapter 1 - Introduction

The City of Pine Springs has received an extension which allows until May 2009 to submit its plan.

Land Use Plan vs. Zoning Map/Ordinance

The land use plan adopted in this Comprehensive Plan is meant to be general in nature and long range as it is a guide for the Planning Commission and City Council when reviewing and evaluating land use proposals. The land use map delineates land use areas by type such as residential, industrial, and commercial.

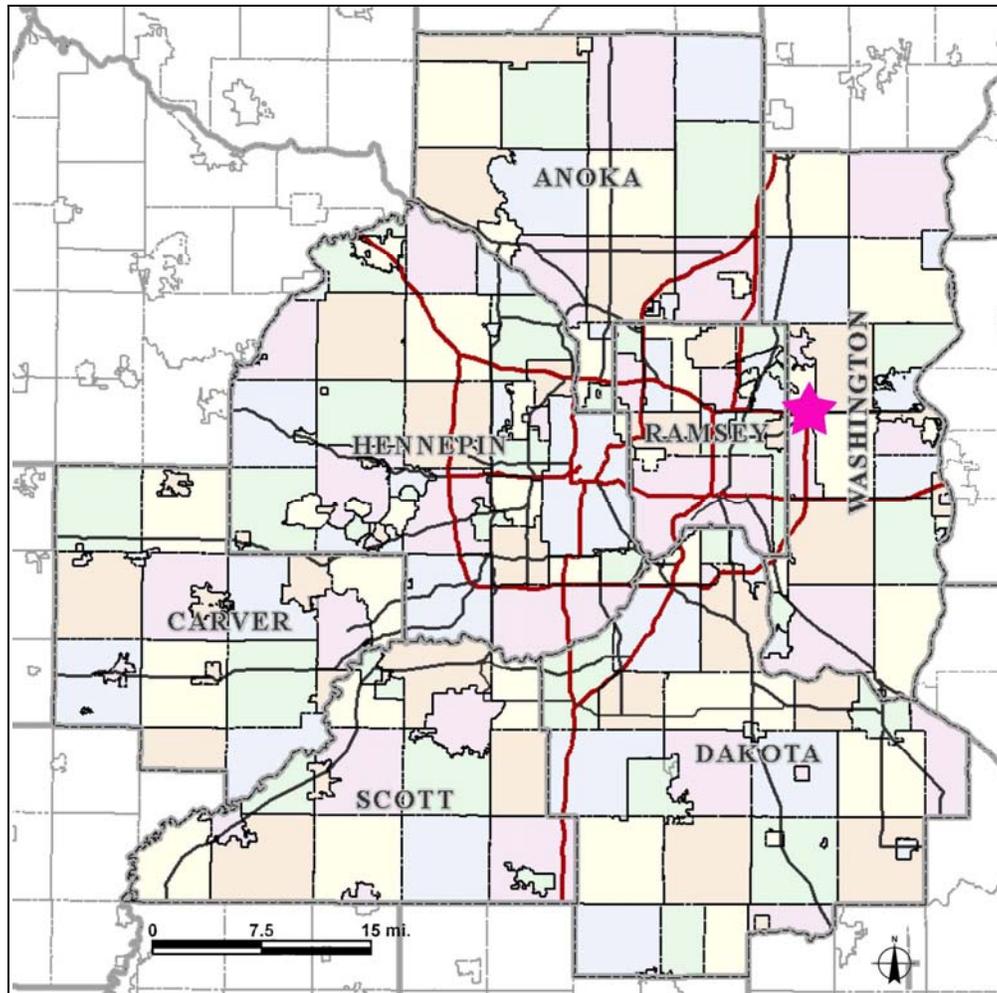
The zoning ordinance is one of the tools utilized to implement the comprehensive plan. The zoning ordinance prescribes permitted uses in each zone along with minimum dimensional requirements for each use. A zoning map must also be adopted along with the text of the zoning ordinance. The zoning map specifies exact boundaries of each respective district.

Chapter 2 - Background

Proximity

The City of Pine Springs is within the seven-county Metropolitan Area, located in the west central portion of Washington County. It is bounded by Oakdale on the west, Mahtomedi on the north, Lake Elmo on the south, and Grant Township on the east.

Figure 2-1
Location Map



Source: Metropolitan Council

Chapter 2 - Background

Physical Characteristics/Description

The City of Pine Springs is located in a diverse landscape consisting of lakes, natural wetlands, forests, and grassland. The topography is generally rolling with some steep terrain and several depressions. Elevations range from 1010.0 in the northeast regions to a low of 937.5 at the normal water level of Long Lake. Soils are mostly well-drained. The most dominant water feature is Long Lake.

Pine Springs supports a diverse flora and fauna population. However, no "rare" species have been identified within the City by the Minnesota Department of Natural Resources.

Pine Springs is 578.6 acres or about 0.9 square miles in size with a population of 421 in 140 households in 2000. The interchange of Interstate 494 and TH 36 is located wholly within its borders offering residents excellent access to the region's transportation system. County State Aid Highway(CSAH) 36 (Hilton Trail) is a north/south minor arterial that transects the City connecting TH 36 and CSAH 12 in Mahtomedi.

The Gateway State Trail abuts the southern boundary of Pine Springs terminating at Pine Point Park on its east end.

Pine Springs is located outside the Metropolitan Urban Service Area (MUSA).

A Historical Background

In 1959, Mr. Winston Sandeen suggested to his neighbors the possibility of forming a village within the boundaries of Lincoln and East Oakdale Townships, and naming it Pine Springs.

On April 21, 1959, thirty-nine names were on a petition sent to the Washington County Commissioners, requesting an "Election for Incorporation".

The initial charter contained an area of 528 acres and approximately 118 people, but it was felt that a larger Village area was needed to the west side of Long Lake was added to the area, increasing the land area to 640 acres and the population to 142. On April 25, 1959, the Washington County Commissioners passed a resolution allowing the election, which was held on May 22, 1959.

During the early part of 1960 the Council spent a great deal of time discussing Village goals, zoning, fire protection, and developed a comprehensive Plan for the Village of Pine Springs to maintain the Residential-Agricultural character of the area in accordance

Chapter 2 - Background

with the desires of the residents of the Village, and establish necessary ordinances from time to time to maintain this plan.

During 1972 and 1973 a new complete Comprehensive Municipal Plan was prepared by the Planning Commission with the assistance of a consultant and Washington County Planning Department. In early 1973 a plan for development and maintenance of Pine Springs was adopted by the Pine Springs Council based on citizen suggestions, study by the Planning Commission, and review comments received from various public agencies and neighboring communities. Various ordinances were adopted in 1973 to fulfill the goals of the Comprehensive Plan.

Between 1973 and 1979 substantial development had occurred in the form of new homes and streets in accordance with the 1973 Comprehensive Plan County road improvements were also implemented along with a realignment of Highway 36.

The Village of Pine Springs became a City in 1974 as mandated by the Minnesota State Legislature. The City has acquired, via dedication from subdivisions, land area for recreational use, storm water ponding, and other uses as they may be needed for public facilities and services in the future. Highly sensitive elements of the environment, such as lake shore, low wetlands, wooded areas, and the like have been preserved and protected via easements, homeowner associations, and other methods.

Lakes, wetland areas, rolling terrain, and wooded land cover characterize the environment and combine to create a very attractive setting for low density residential use. These sensitive elements of the physical environment have been carefully reviewed in detail and considered in the development process within the City, and the community has remained, since its inception, a vital, interested, and heterogeneous group of people representing all walks of life and economic backgrounds.

Population/Demographic Characteristics

Population analysis is a tool for anticipating current and future community needs. Census data and historic trends along with population projections form the basis for this analysis. It is used to determine land use and infrastructure needs for the future.

In addition to reviewing past trends and future forecasts, it is important to understand the composition of the population. Age structure, family size, education, and income levels are a few of the characteristics that can affect the need for services in a city such as Pine Springs. In the sections that follow, these will be reviewed.

Chapter 2 - Background

Historical trends

Table 2-1
Population and Households Historical Trends

		Pine Springs	Washington County
	Year	Number	Number
Population	1970	165	83,003
	1980	267	113,571
	1990	436	145,880
	2000	421	201,130
	2007 est.	384	233,104
		Percent Growth	Percent Growth
Growth Rate	1970 - 1980	61.8%	36.9%
	1980 - 1990	63.3%	28.5%
	1990 - 2000	0.0%	37.9%
		Number	Number
Households	1970	41	21,314
	1980	77	35,001
	1990	135	49,246
	2000	140	71,462
	2007 est.	138	85,632
Percent change	1990 - 2000		45%

Table 2-1 shows the period of time when most of the housing was constructed and subsequent population growth occurred. Almost 70% of the housing stock was constructed in the 20-year span between 1970 and 1990. Only five new housing units were added in the decade between 1990 and 2000.

The table also reflects the decrease in the number of persons per household over time, because there is not a direct correspondence in the rate of household growth and growth in population. This is also indicated in **Table 2-2** below.

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Table 2-2
Household Size

	Persons Per Household	
Year	Pine Springs	Washington County
1970	4.02	
1980	3.47	
1990	3.23	2.91
2000	3.01	2.77

Household size has been decreasing since 1970. The number of persons per household in Pine Springs has been consistently greater than Washington County, signifying the lack of senior and multifamily housing in Pine Springs.

2000 Census Profile

Other population characteristics include family composition, age, educational levels achieved, etc. These are discussed below.

Table 2-3 compares selected data from the 2000 census for the City of Pine Springs and Washington County. Some of the differences are significant. For instance, in 2000, the median age of Pine Springs residents was 43.2 while the median age of residents in Washington County was 35.1. The median age for the seven county metropolitan area was 34.3. The percentage of residents in Pine Springs age 65 and over was 7.6%, the same as Washington County, but less than the 9.6% for the seven county region. Most of these differences are attributed to the types of housing available for residents.

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**Table 2-3
Demographics/2000 Census**

	Pine Springs		Washington County	
	Number	Percent	Number	Percent
Median Age	43.2		35.1	
Total Population	421		201,130	
Male	215	51.10%	99,970	49.70%
Female	206	48.90%	101,160	50.30%
Population under 5 years old	8	1.90%	15,346	7.63%
Population 18 or over	300	71.30%	141,905	70.55%
Population 65 or older	32	7.60%	15,266	7.59%
Number households	140		71,311	
Number family households	121	86.43%	54,583	76.50%
Average household size	3.01		2.77	
Average family size	3.22		3.19	
Total Housing Units	141		73,481	
Owner Occupied Housing Units	138	97.87%	61,134	83.20%
Renter Occupied Housing Units	2	1.42%	10,177	13.85%
Vacant	1	0.71%	2,170	2.95%
Single Person Households	16	11.40%	13,305	18.70%
Households with children under 18	58	41.40%	30,834	41.60%
Adults with High School or higher		97.30%		94.00%
Adults with Bachelor's degree or higher		49.80%		33.90%
People with disability	15	3.56%		
Persons 16 and older	303			
in labor force	231	76.20%		
females in labor force	96	66.70%		
1999 Median Household Income	\$102,496		\$71,496	
Persons per square mile	465.6		513.1	

Source: 2000 U. S. Census

The percent of the population under five years of age is more than three times greater in Washington County as a whole as compared to Pine Springs. This corresponds with the median age, which is higher in Pine Springs and would indicate that in general, the homes in Pine Springs are not occupied by first-time home buyers. The percent of

Chapter 2 - Background

population over eighteen is only slightly higher and the age 65 and older population is about the same.

Pine Springs residents are highly educated compared with Washington County and the seven county region. Almost half (49.8 percent) of the population in Pine Springs has either a bachelors, graduate, or professional degree. This compares to 33.9 percent in Washington County and 34.9 percent in the Metro Area. Again, this is reflective of the high costs of housing in Pine Springs, the lack of other housing choices, and the proximity to good transportation and jobs that attract highly educated people.

Income is closely correlated with educational levels. In Pine Springs in 2000, median family income was \$102,496 compared to \$71,496 in Washington County and \$65,665 in the Metropolitan Region. Again, the income levels correlate with higher costs of housing, and reflect the proximity of well-paying jobs and the likelihood of both spouses working.

Forecasts for Population, Households and Employment

The Metropolitan Council provided population, household and employment forecasts to the City of Pine Springs through the Systems Statement in September of 2005. The population forecasts show that the City is expected to have negative growth through 2030. The reason for this is an anticipated decrease in the number of persons per household. A continuing trend toward smaller households is a region-wide phenomena, not just a local one.

Table 2-4
Forecasts for Population, Households and Employment

	Revised Development Framework				
	1990	2000	2010	2020	2030
Population	436	421	400	380	360
Households	135	140	140	140	140
Employment	0	0	0	0	0

Sources: 1990 and 2000 U. S. Census and
Metropolitan Council

The number of households, which is the primary basis for demand for public services and equate to building permits, is expected to remain constant to the year 2030. This is primarily due to the limited supply of available land for new residential development.

Chapter 2 - Background

No property in Pine Springs is currently zoned or used for commercial or industrial. As a consequence, it does not have an employment base. State statistics show that a number of persons in Pine Springs work from home offices, but this does not constitute an employment base. This also does not contribute to a demand for public services or infrastructure.

Planning Area Designation and Requirements

Pine Springs has been categorized by the Metropolitan Council as a “Diversified Rural Community.” According to the *2030 Regional Development Framework*, “Diversified Rural Communities” are defined as sparsely developed parts of the region that host the widest variety of farm and non-farm land uses. They include a mix of clustered and large-lot residential area in limited amounts.

Regional infrastructure investments in “diversified rural communities” generally are limited to parks and open space areas. Investments in wastewater treatment and transportation are limited to those consistent with Metropolitan Council goals for the planning area designation.

The Metropolitan Council's *2030 Regional Development Framework* lists four primary policies for diversified rural communities, as listed below.

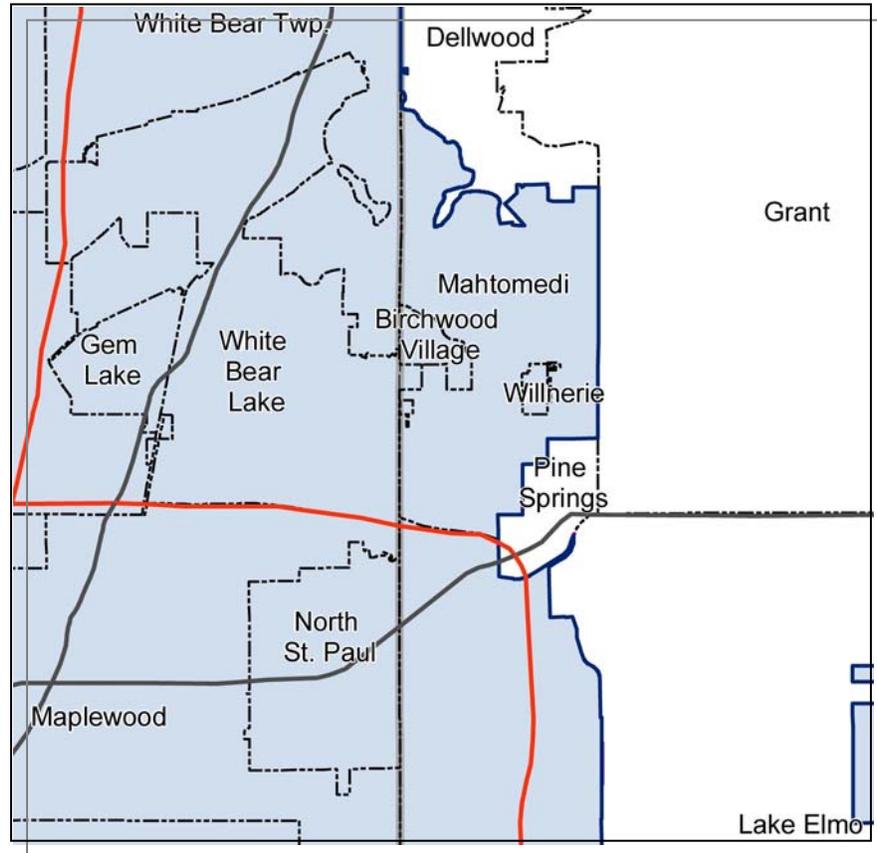
- a. Work with communities to accommodate growth in a flexible, connected and efficient manner.
- b. Plan and invest in multi-modal transportation choices based on the full range of costs and benefits, to slow the growth of congestion.
- c. Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.
- d. Work with local and regional partners to conserve, protect and enhance the region's vital natural resources.

The Metropolitan Council role and the community role to implement these policies have been outlined in the 2030 Regional Development Framework and will be addressed in this Comprehensive Plan update.

Pine Springs is located outside the Metropolitan Urban Service Area (MUSA) as shown on **Figure 2-2**. In this figure, the white area constitutes the area outside the MUSA.

Chapter 2 - Background

Figure 2-2
Metropolitan Urban Service Area (MUSA)



Policies and Objectives

Policies and objectives for land use, transportation, parks, and water resources are outlined below and covered in greater detail in the chapters that follow.

- Future growth is based upon the City's designation as a diversified rural community located within the Urban Reserve area.
- Pine Springs supports a roadway system that is consistent with the objectives of the Metropolitan Council's systems plans and the Minnesota Department of Transportation goals for I-694 and TH 36.
- Local streets meet resident's needs.
- Public transit meets the needs of Pine Springs Residents.
- Residents have safe and convenient access to regional trails.

Chapter 2 - Background

- ISTS are maintained according to standards set by Minnesota Pollution Control Agency and Washington County.
- Public facilities and water resources are managed in accordance with Minnesota statutes
- Solar access will be protected for all Pine Springs residents. Solar energy systems are encouraged and permitted as a conditional use in all zoning districts.

Introduction

This chapter describes the existing and future land uses in Pine Springs. As a diversified rural community, Pine Springs does not anticipate growth in population over the course of this plan. Even though some single family residential development may occur, it is not expected to increase population. See population forecasts **Table 2-4**

Land Use Definitions

Pine Springs has the following land uses. The definitions associated with these uses are those of the Metropolitan Council and are not parallel to those in the Pine Springs Zoning Ordinance.

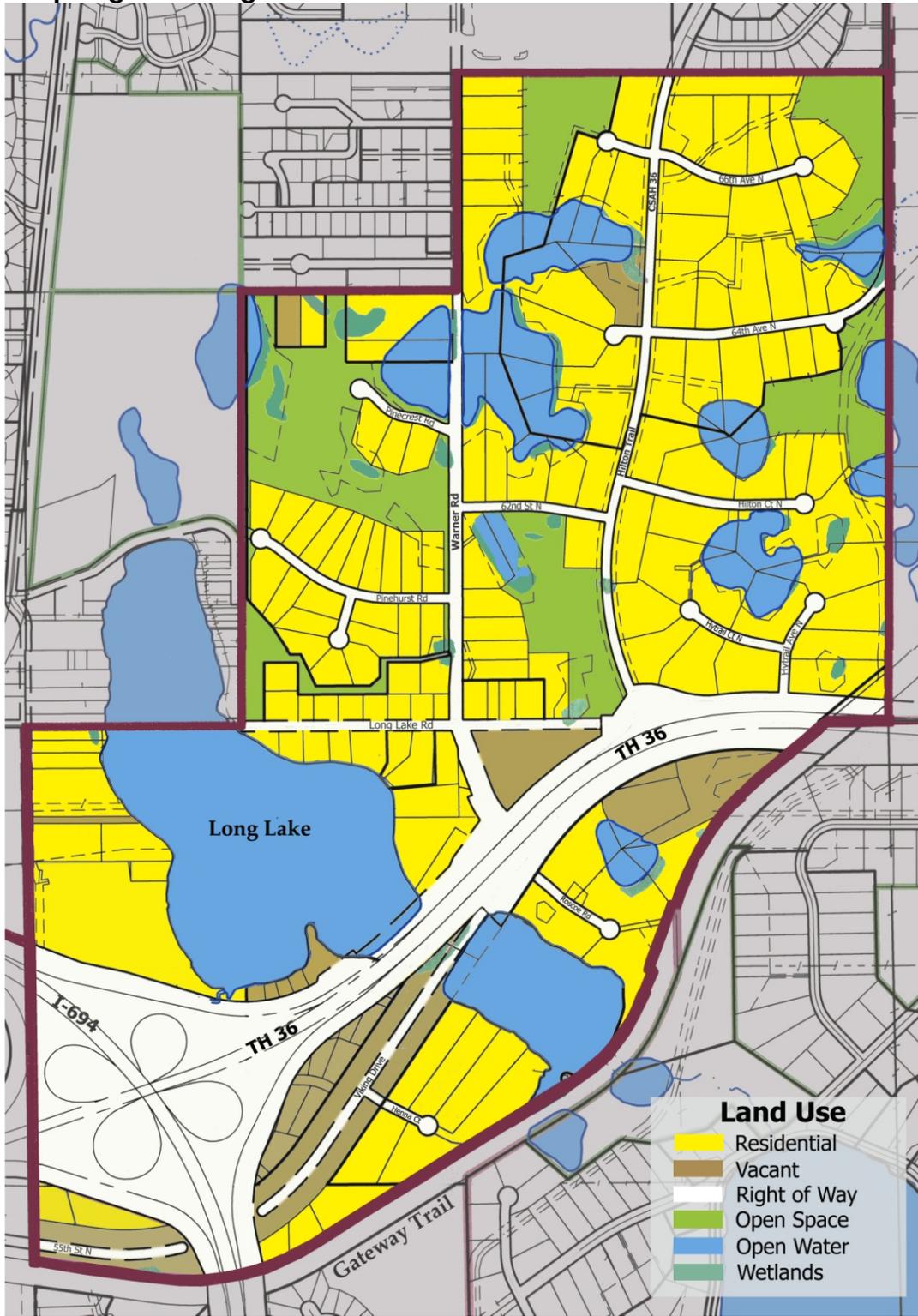
- Single-family residential. - Residential purposes, including mostly one-family homes and manufactured homes. May include some two-family homes, and open space within or adjacent to related to a residential development.
- Open Space – 1) Resource protection or buffer; 2) support unorganized public recreational activities, may contain trails, picnic areas, public fishing, etc; or 3) preservation of unaltered land in its natural state for environmental or aesthetic purposes.
- Utility – Public or private land occupied by a power plant or substation, electric transmission facility, communications tower, or similar use.
- Roadway Rights-of-Way – Public or private vehicular, transit and/or pedestrian rights-of-way.
- Open Water – Permanently flooded open water, rivers and streams, not including wetlands or periodically flooded areas.
- Wetlands – Wetlands included in the National Wetlands Inventory.

Existing Land Uses

Existing land uses (2008) in Pine Springs are depicted on **Figure 3-1**. There are a total of 578.6 acres in the City. Approximately 21 percent of the land is either wetlands or open water. Another 57 acres are designated as open space, most associated with cluster subdivision development. The acreages of existing land uses, and their percentages, are described in **Table 3-1**.

Pine Springs is designated as a diversified rural community and is located within the Urban Reserve and outside of the Metropolitan Urban Service Area (MUSA) boundary. The Urban Reserve is that portion of the seven-county metropolitan area designated as a holding zone for urbanized development beyond the current planning period. The City's designation as a diversified rural community limits Metropolitan Council services available to those associated with parks, multi-modal transportation options, and other investments consistent with its policy plans.

Figure 3-1
Pine Springs Existing Land Use



Chapter 3 – Land Use

**Table 3-1
Existing Land Uses 2008**

Land Use Category	Acreage	Percent of Total Acreage
Single-family residential	227	39.23%
Vacant	42	7.26%
Open space	57	9.85%
Wetlands	28	4.84%
Lakes	94	16.25%
Roads and Highways	130.6	22.57%
Total	578.6	100.00%

Source: Washington County and City Analysis

There are several properties, both platted and unplatted, where new single family could be developed; two of those parcels have no access. All new residences are expected to be single-family detached dwellings and must meet the zoning requirements for density. All properties within Pine Springs are zoned for single-family residential. The existing zoning code provides for a density of one unit per 2.5 acres. This density will be retained during the planning period. See **Figure 7-1**.

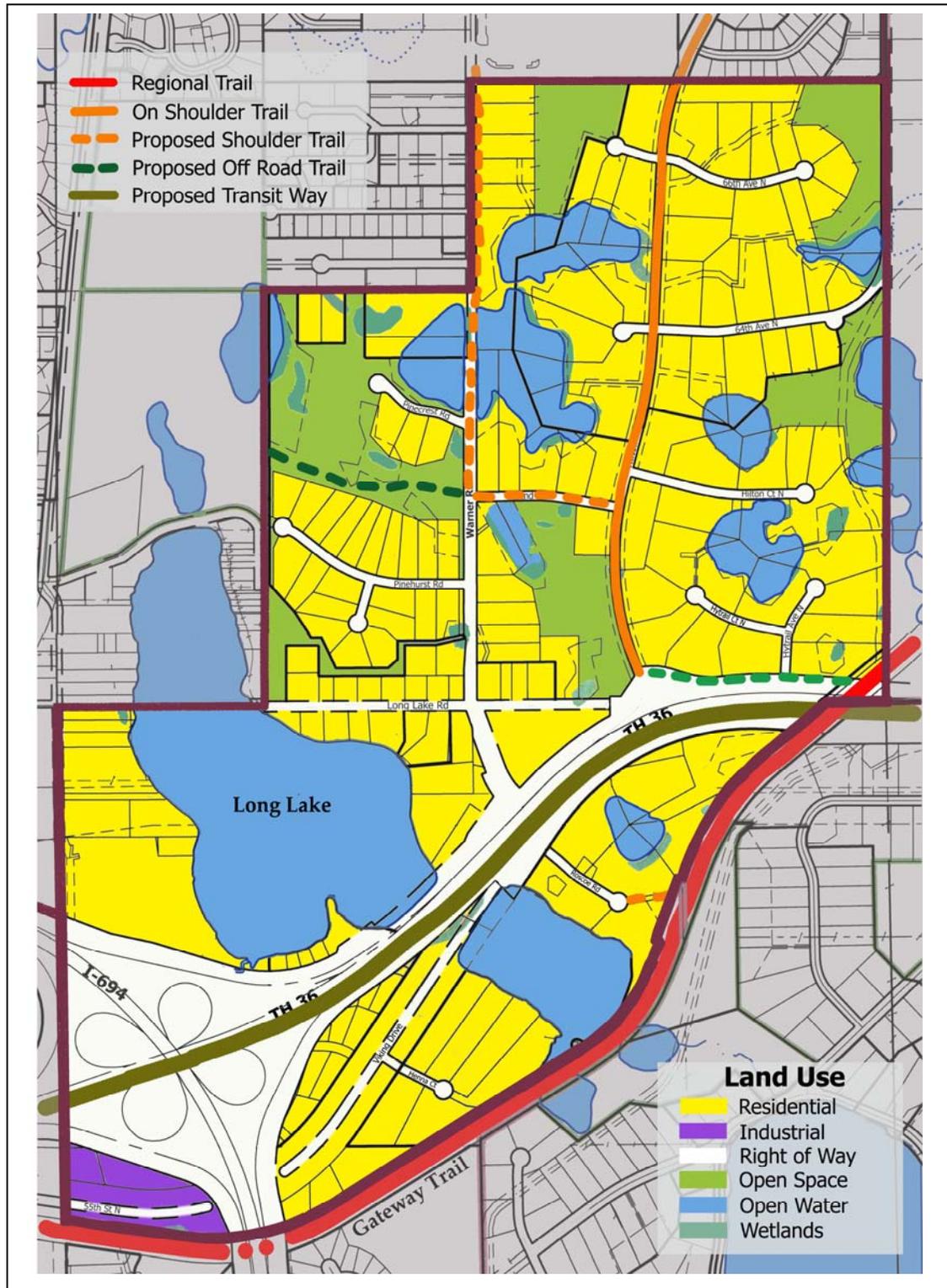
The City has designated in its Comprehensive Plan the area located southwest of the intersection of I-694 and TH 36 as light industrial. This property is adjacent to an area of Oakdale that is currently developed with industrial uses. Another option for this area is a future park and ride lot to serve future transit in the TH 36 corridor. To protect the current property owners, the plan will include a policy that rezoning of the properties will not occur until such time as a developer presents a proposal to the City for a specific development project or that it is acquired for a park and ride lot. The City intends to zone the property PUD.

**Table 3-2
Future Land Uses 2008 – 2030**

Land Use Category	Acreage	Percent of Total Acreage
Single-family residential	263	45.45%
Industrial	8	1.38%
Open space	57	9.85%
Wetlands	28	4.84%
Lakes	94	16.25%
Roads and Highways	128.6	22.23%
Total	578.6	100.00%

Source: City Analysis

Figure 3-2
Proposed Comprehensive Plan 2008 - 2030



Stage Development

Figure 3-2 depicts future land uses; the acreages are detailed in **Table 3-2**. Because the City is within the Urban Reserve and no urbanized development is anticipated during the planning period, no staging is planned.

Housing

This section describes the housing in Pine Springs. Both existing housing and future housing needs are discussed. This section, as well as *2030 Comprehensive Plan map*, constitutes the City's housing plan.

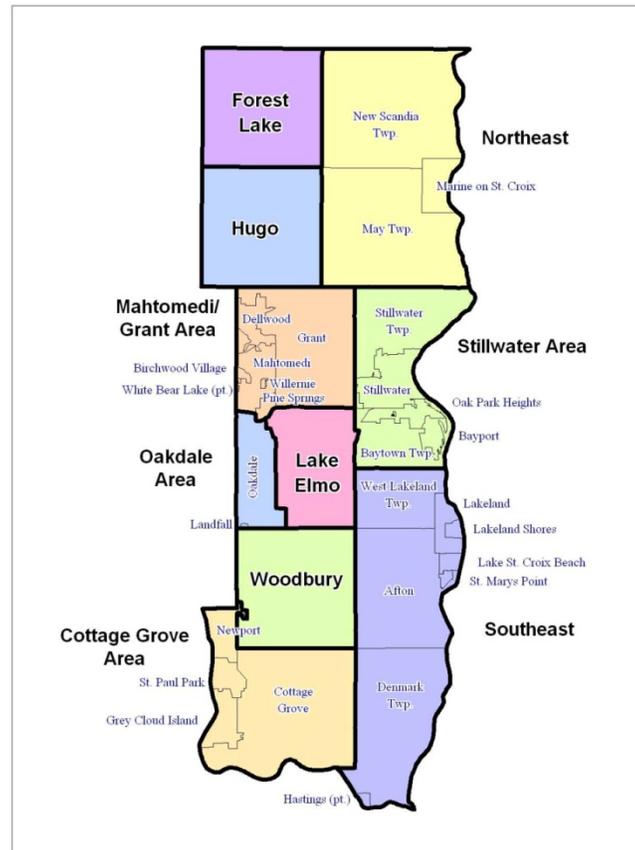
Housing Supply

City records indicate there are 142 residences in Pine Springs. All residences are single-family detached dwellings that are served by individual sewage treatment systems. In that respect, Pine Springs is similar to townships and cities in rural and agricultural areas. The City's zoning ordinance requires lot sizes of 2.5 acres in order to ensure these on-site systems do not negatively impact lakes or water supplies.

Housing Needs Assessment

In September of 2007, a study entitled "Comprehensive Housing Needs Assessment for Washington County, Minnesota" was completed. This study analyzed both county-wide and smaller market areas to assess future housing needs for various demographic segments of the population. For purpose of the study, Pine Springs was grouped with the neighboring communities of Mahtomedi, Willernie, Dellwood, and Grant. See **Figure 3-3** below.

Figure 3-3
Washington County Market Areas



The study listed the Mahtomedi/Grant Area as having the least population growth over the next 20 years. This corresponds with the “diversified rural community” and Urban Reserve designations assigned to Pine Springs. The study identified the future need for housing to be mostly single-family owner occupied, with secondary needs for senior housing and owner-occupied multi-family. While there are several opportunities to construct single family housing in Pine Springs, due to inherent land area requirements for ISTS, multi-family development is not being considered. Most of the need identified by the Washington County study is expected to occur in other municipalities in the market area. Both Mahtomedi and Grant have shown housing growth in their communities.

A copy of recommendations for the Mahtomedi/Grant Area is included in **Appendix B**

Chapter 3 – Land Use

In January 2006 a study was completed for the Metropolitan Council entitled “Summary Report: Determining Affordable Housing Need in the Twin Cities 2011 – 2020”. This study examined the affordable housing need for each community within the Metropolitan Region. The study used factors such as future projected housing growth and employment to assess this need. The Study determined that within the planning time frame of this Comprehensive Plan, Pine Springs is not required to provide any additional affordable housing units.

Housing Age and Condition

Table 3-3 below shows the year residential homes were constructed. This table indicates that although the majority of housing in Pine Springs was constructed between 1971 and 1990, 23% of all homes were constructed between 1901 and 1960. Four homes were constructed prior to 1930.

Table 3-3
Single Family Year Constructed

Year Built	Number	% of Total
Prior 1940	8	6%
1941-1950	8	6%
1951-1960	16	11%
1961-1970	6	4%
1971-1980	41	29%
1981-1990	61	43%
1991-2000	2	1%
Total	142	100%

Source: Washington County

All housing in Pine Springs, including those units constructed prior to 1960, is in good to excellent condition, with few maintenance problems. This housing condition is maintained due to an ongoing assessment of housing condition and available programs through Washington County Housing and Redevelopment Authority, which provide loans and grants to eligible low- or moderate-income homeowners to make necessary repairs to prevent further deterioration.

Resource Protection

Recent surveys of City residents indicate a high value for resource protection. Subdivision regulations and other ordinances adopted in 1973, have allowed scenic features of the City to be preserved, lakeshore protected from development, and adequate land retained and preserved for recreational and other public use. Storm water ponding areas, drainageways, wetlands, and wooded areas are all conserved.

Chapter 3 – Land Use

Other sensitive or scenic land is protected by public easements, contractual agreements, home owner associations and other methods.

The subdivision regulations take into account soil conditions, water table, and topography. These physical features have been extensively mapped and are used in the planning process. Sensitive areas throughout the City have easement protection.

Lakeshore has been preserved as a scenic asset by requiring minimum setbacks and placing restrictions upon tree and vegetation removal, grading and filling, and boat docks and other structures.

The height and setback requirements set in the City's zoning ordinance ensure that solar access is protected for each residential lot. Solar energy systems are permitted in all zoning districts as a conditional use. Provisions include criteria for issuance of conditional use permits such as appropriate location to optimize solar access while protecting neighboring properties and other sensitive or environmental resources.

Historic preservation is not an issue for Pine Springs. No building or other feature is currently on or eligible for historic preservation status.

Goals and Policies for Land Use and Housing

- Future growth is based upon the City's designation as a diversified rural community located within the Urban Reserve area. To meet this goal, the City will retain land use designations and existing zoning densities to meet its population and household growth forecasts.
- To insure that development of the property at the southwest quadrant meets the goals of the City, future zoning of the property will be PUD. The City will work with adjacent jurisdictions to insure adequate access and service to these parcels.
- Facilitate the maintenance and rehabilitation of existing housing to prevent deterioration. To achieve this goal Pine Springs will provide information about housing maintenance and rehabilitation programs administered by the Washington County Housing and Redevelopment Authority and the Minnesota Housing Finance Agency to qualified residents.
- Protect natural resources and infrastructure for future generations. In order to meet this goal Pine Springs will continue its existing policies in

Chapter 3 – Land Use

regard to subdivision and easement requirements for areas needing protecting.

- Protect solar access for all Pine Springs residents. In order to achieve this goal the City will continue the densities, building height and setback requirements currently adopted within its zoning and subdivision ordinances.

Chapter 4 – Transportation

Introduction

This section considers existing and planned modes of transportation including transit, highways and roads, passageways for non-motorized vehicles and aviation. Due to growing congestion and limited dollars to expand highways, the Metropolitan Council's *2030 Transportation Policy Plan* places emphasis on a multi-modal approach to transportation and requires each city to include policies and strategies for developing a multi-modal system.

Highways and Roadways

Pine Springs is served by a combination of State, County and local roads. The Existing Transportation System and Functional Classification System Map (**Figure 4-1**) denotes the roadway system for Pine Springs according to the Functional Classification defined by the Metropolitan Council.

Functional Classification of Roads

Roads are classified in a system that describes the function each performs or should perform. The Functional Classification System consists of four (4) major classes of roadways within the seven-county metropolitan area; principal arterials (which include interstate freeways), minor arterials, collector streets and local streets. Definitions of each of the four (4) classes are as follows:

- **Principal Arterials.** A street or highway which provides for high speed travel and no direct land access. They are used to connect all of the sub-regions to the metropolitan center. They also connect the metropolitan area to outstate centers. The emphasis is on mobility as opposed to land access. Principal Arterials provide for the longest trips in the region and express bus service.
- **Minor Arterials.** A street or highway which connects adjacent sub-regions. Minor arterials are primarily oriented to provide mobility at the sub-metropolitan level and any land access should be oriented to public streets and major generators rather than individual driveways. The emphasis of minor arterials is on mobility as opposed to access. Minor arterials connect to principal arterials, other minor arterials and collectors. Connection to some local streets is acceptable. Minor arterials service medium-to-short trips. Both local and limited-stop transit will use minor arterials. (The region has subdivided minor arterials into two classes for administrative purposes. "A" minor arterials are eligible to compete for federal funding.) The "A" minor arterials are further divided into four types: relievers (relieve parallel congested principal arterials), augmenters (serve principal arterial function where none exists), expanders (accommodate added urban development), and connectors (improve the safety and directness of routes without continuous lane additions).

Chapter 4 – Transportation

- **Collector streets.** A street that collects traffic from other local streets and moves it to minor arterials and other collectors. Collector systems provide access to commercial, industrial and high density residential development. Mobility and land access are equally important. Direct land access should predominately be to development concentrations. Collector connections are predominately to minor arterials. Typically, collectors serve short trips of one to four miles. Local transit service uses these streets.
- **Local streets.** Local streets connect blocks and land parcels. The primary emphasis is on land access. Local streets connect to other local streets and collectors. In some cases, they will connect to minor arterials. Local streets serve short trips at low speeds. In the urban area, local streets occur every block.

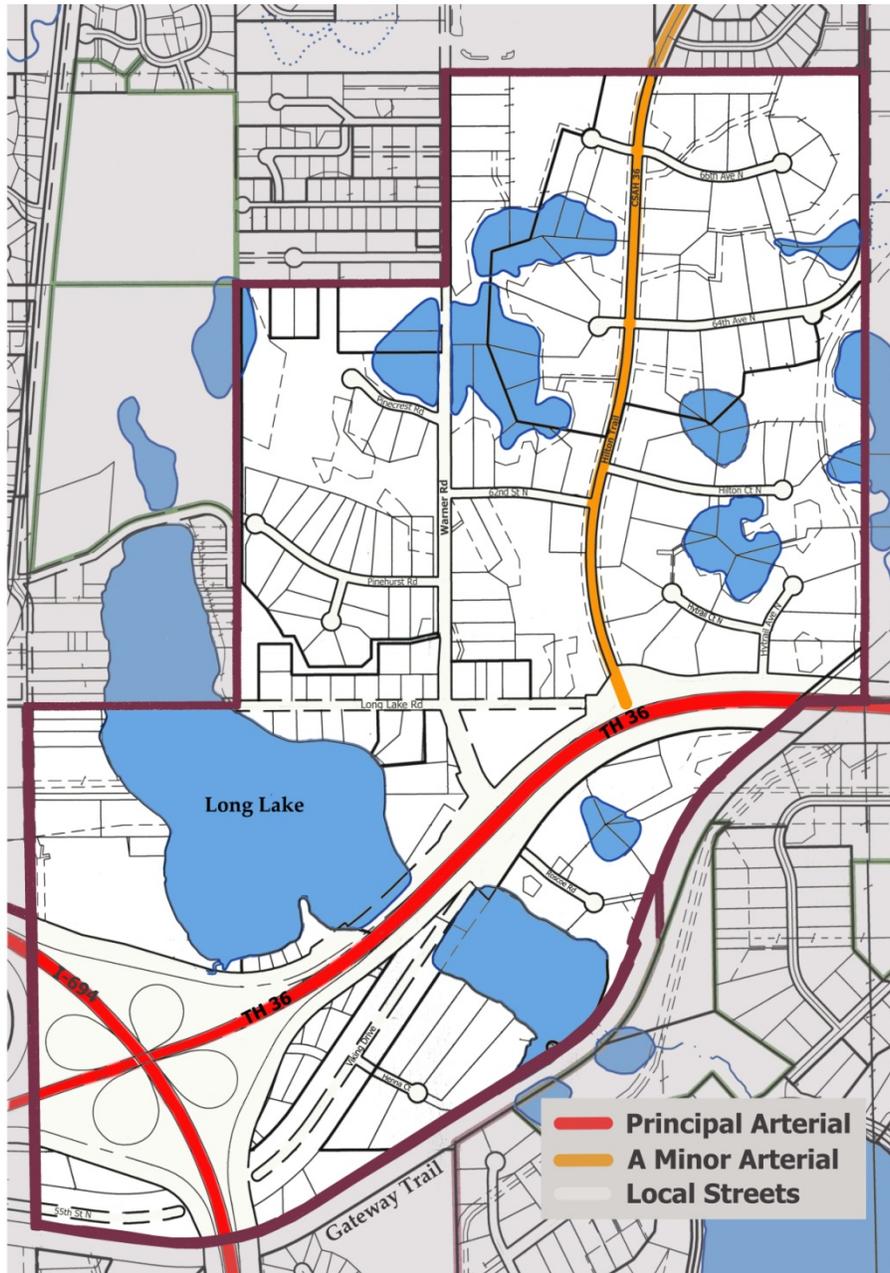
Roadway design including such criteria as lane width, speed limit, on-street parking, intersection control and roadway access are planned based upon functional classification. The functional classification system is also useful in crafting land use and development guidelines that ensure compatibility.

Existing Roadway System

The roads serving Pine Springs that are under the jurisdiction of either the Minnesota Department of Transportation or Washington County are shown on **Figure 4-1**; they include the following:

- Interstate 694 is located on the city's western edge and is under the jurisdiction of the Minnesota Department of Transportation. The highway's intersection with Trunk Highway 36 is within the city limits of Pine Springs. It is a principal arterial and is part of the "ring road" encircling the core of the metropolitan area. It is currently being expanded to a six-lane paved divided highway.
- Trunk Highway 36 (TH 36) runs in an east-west direction through Pine Springs connecting Stillwater and I-35W. It is a four-lane paved divided highway, is classified as a principal arterial and is under the jurisdiction of the Minnesota Department of Transportation. The segment within Pine Springs east of I-694 is congested, and although no roadway expansion is anticipated, other improvements are planned. These come following a study of this corridor that was completed by the Minnesota Department of Transportation in 2001, see below.
- County State Aid Highway 36 (CSAH 36) also known as Hilton Trail has been reclassified from a major collector to an "A" minor arterial expander. It is under the jurisdiction of Washington County and runs north-south through Pine Springs. This highway connects TH 36 with CSAH 12 at its northern end. It is a two-lane paved road marked with a centerline, has a 50 mile/hour speed limit, 8-foot paved shoulders, and a left-hand turn pockets from the highway onto 62nd Street North. There are no planned highway projects scheduled for this highway. The 2030 Transportation Plan shows this as a bicycle route.

Figure 4-1
Functional Classification of Roads



Except for private roads, the remaining roads in Pine Springs are under the City's jurisdiction. All are classified as local streets. All roads are two lanes; all, with the exception of two road segments totaling less than a mile, are paved.

Chapter 4 – Transportation

Traffic Volumes

Historic traffic volumes on existing principal arterials and A minor arterial (CSAH 36) in Pine Springs are described in **Table 4-1**. The data represent average daily traffic volumes for the years indicated, adjusted for seasonal variations. No traffic counts were collected for local streets.

Table 4-1
Traffic Volumes on Highways, 1994, 1998 and 2006

Highway	1994	1998	2006
Interstate 694, north of Trunk Highway 36	49000	58000	66000
Interstate 694, south of Trunk Highway 36	45500	56000	68000
Trunk Highway 36, east of Interstate 694	38500	42000	47500
Trunk Highway 36, west of Interstate 694	25000	27000	30000
County State Aid Highway 36, north of Trunk Highway 36	8400	10100	10400

Source: Minnesota Department of Transportation; Washington County

According to MNDOT, The fastest growing segments of the highway network were in the eastern and northwestern sections of the metropolitan area. Washington County forecasts a 1.6 growth rate (60% increases) in traffic volumes over the next 20 years on county roads. This increase is based upon projected population growth, both in Washington County and also the western counties of Wisconsin.

Traffic generated by residents of Pine Springs will remain unchanged to 2030, as the number of households is expected to remain constant and the number of persons per household is expected to decrease. The local impact on traffic to local streets, county roads and the regional highway system generated by Pine Springs' residents is expected to be minimal.

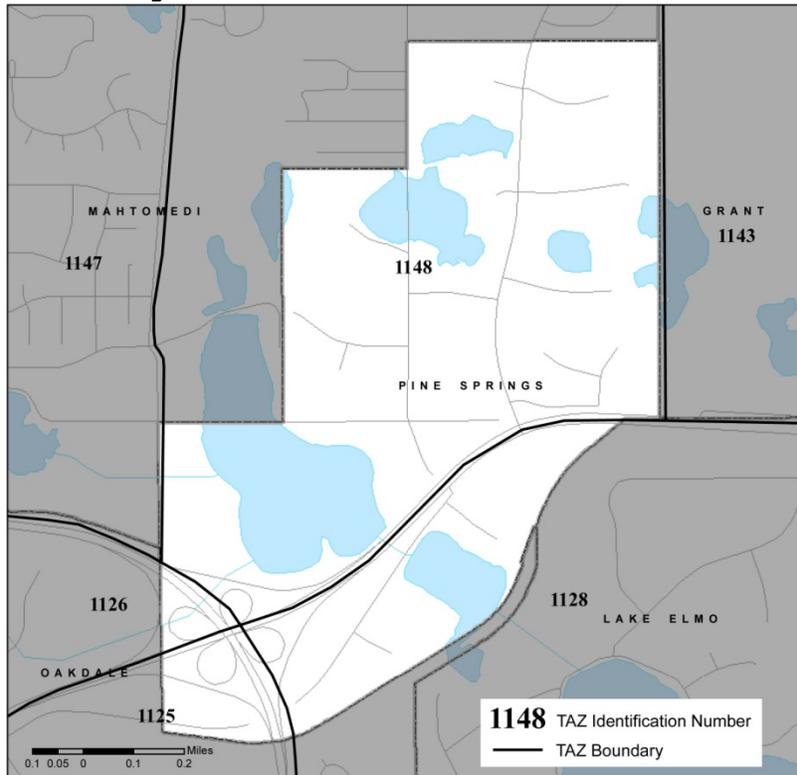
Traffic volumes are projected to increase on the highway network and access to it from local streets may become more difficult, especially during peak hours.

Transportation Analysis Zones

Traffic generation is related to land use. Other than vacant land, all land uses contribute to traffic on the roadways. In order to plan for roadway infrastructure, the Metropolitan Council prepares travel demand forecasts based on growth forecasts for population and employment. To facilitate this process, growth is allocated according to geographic areas defined as Transportation Analysis Zones (TAZ). See **Figure 4-2** for zones within Pine Springs. The metropolitan region is divided into TAZs so that traffic projections can be determined and their impact on the transportation system can be analyzed. Pine Springs is located within four TAZs, all shared with other jurisdictions. The portion of TAZ 1126 within Pine Springs has no population, households, or employment and will not be included in the **Table 4-2** below.

Chapter 4 – Transportation

Figure 4-2
Transportation Analysis Zones



As indicated in Table 4-2, future development of a park and ride lot on the southwest quadrant of I-694 and TH 36 would eliminate households from that TAZ.

Table 4-2
Forecasted Growth By Transportation Analysis Zones (TAZ)

TAZ	Population				Households				Employment			
	2000	2010	2020	2030	2000	2010	2020	2030	2000	2010	2020	2030
1125	6	6	5	0	2	2	2	0	0	0	0	0
1128	39	37	35	34	13	13	13	13	0	0	0	0
1148	376	357	340	326	125	125	125	127	0	0	0	0
TOTAL	421	400	380	360	140	140	140	140	0	0	0	0

Source: Metropolitan Council and City Analysis

TH 36 Study

In May 2001 MNDot completed the TH36 Corridor Management Plan. Pine Springs was represented on the Advisory and Technical Evaluation Committees. The study

Chapter 4 – Transportation

concluded that due to existing over-capacity issues, continued development of the Stillwater/Oak Park Heights and western Wisconsin areas, growing recreational traffic, and a proposed new river bridge over the St. Croix River in Stillwater, improvements were needed to TH36. The final study document listed two scenarios for the St. Croix River bridge. Under both scenarios, a new grade separated intersection would be constructed at Hilton Trail (CSAH 36). According to the study recommendations, this new interchange would be accompanied by a new frontage road crossing of the Gateway Trail north of TH36 and the closing of or reduction in traffic movements of current at-grade intersections.

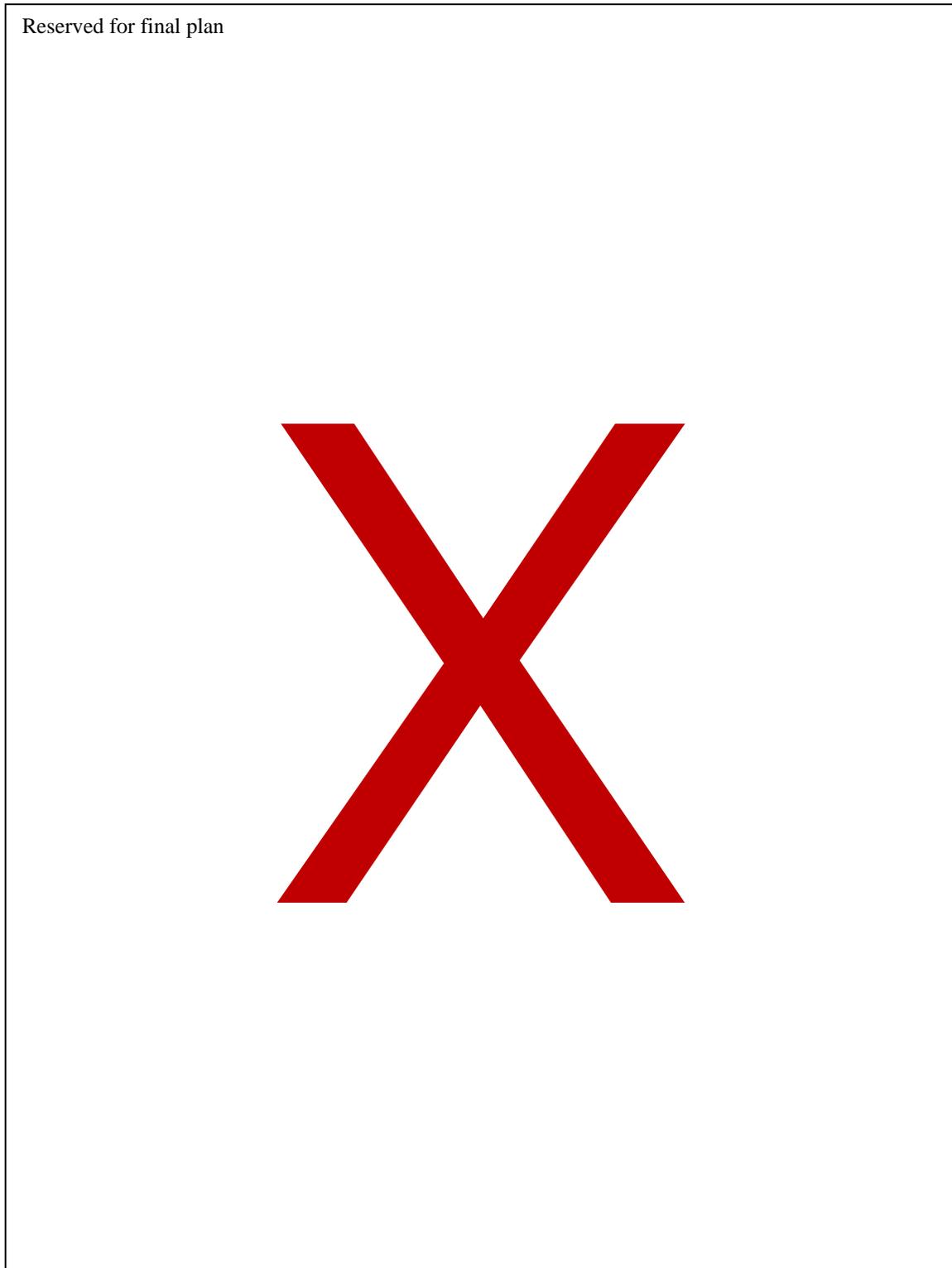
Several design alternatives have been considered. Pine Springs' officials have been working closely with Minnesota Department of Transportation staff to find a plan that works for residents. Of great concern is preserving reasonable access for residents south of TH 36.

Washington County has forecasted overall general traffic growth on county roads to increase by 60 percent over the 2007 levels by 2030. The County has stated that some of the forecasted growth on CSAH 36 may be offset by the widening of CSAH 15 (Manning Avenue) between CSAH 12 and TH 36 to a four-lane divided roadway.

The proposed north frontage road extension across the Gateway Trail would increase conflicts between auto traffic and pedestrian/bicycle traffic wanting to access the trail. These potential conflicts could be mitigated if a separated trail was provided between Hilton Trail and the Gateway Trail. Improved trail access does support the regional emphasis on multi-modal transportation. (See discussion below under Non-Motorized Transportation.)

The study also found that the function of CSAH 36 was more as a minor arterial, connecting CSAH 12 and Mahtomedi/Willernie to TH 36. Washington County agreed to change to the functional classification of CSAH 36 from a Major Collector to an A Minor Arterial. This change qualifies CSAH 36 for regional funding for road improvements; however none are included at this time in Washington County's Transportation Plan.

**Figure 4-3
Plan for TH 36 and CSAH 36 Interchange**



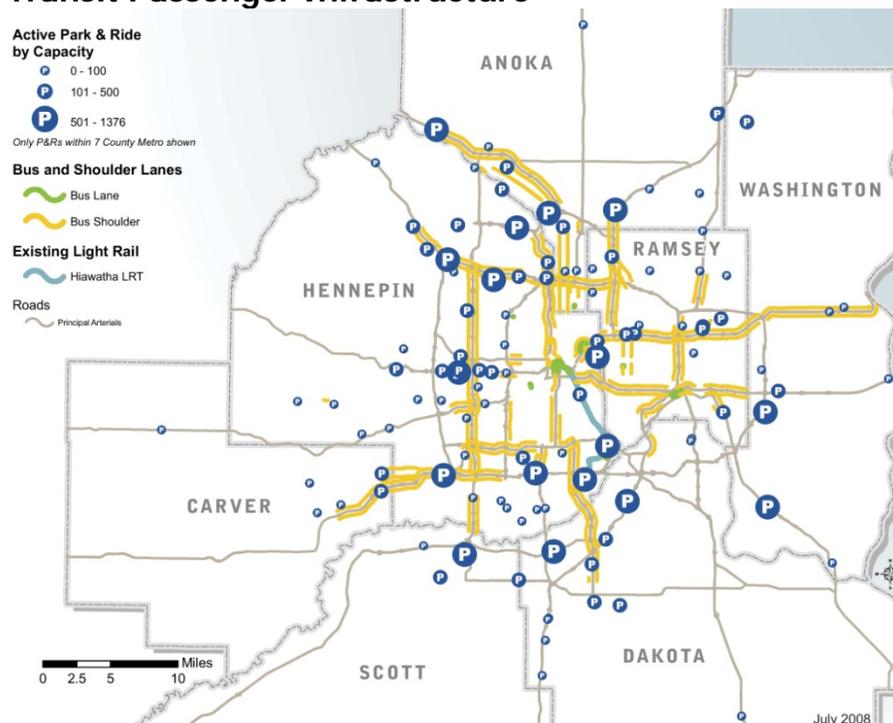
Chapter 4 – Transportation

Transit

Pine Springs is within the Metropolitan Transit Taxing District and within Market Area III, as defined by the Metropolitan Council. Service options for Market Area III include peak-only express bus, small vehicle circulators, midday circulators, special needs para-transit for ADA and senior residents, and ridesharing.

Currently infrastructure is in place for bus-only shoulder lines on TH 36 between Stillwater and I-35W. See **Figure 4-4**. On January 14, 2009, the Metropolitan Council adopted a revised 2030 Transit Plan that identifies Th36 as a future transit corridor. It is recommended along with 4 other corridors for mode and alignment studies. TH36 may be determined to have potential for LRT, busway, or another mode. Consideration of transit hubs/park & ride lots adjacent to TH 36 will be a consideration in developing TH 36 as a transit corridor. The current 2030 plan identifies a potential area for park and ride on the southwest quadrant of the I-694 and TH 36 interchange. See **Figures 4-5 and 4-6**. This location would be consistent with the future plan for that area of the City.

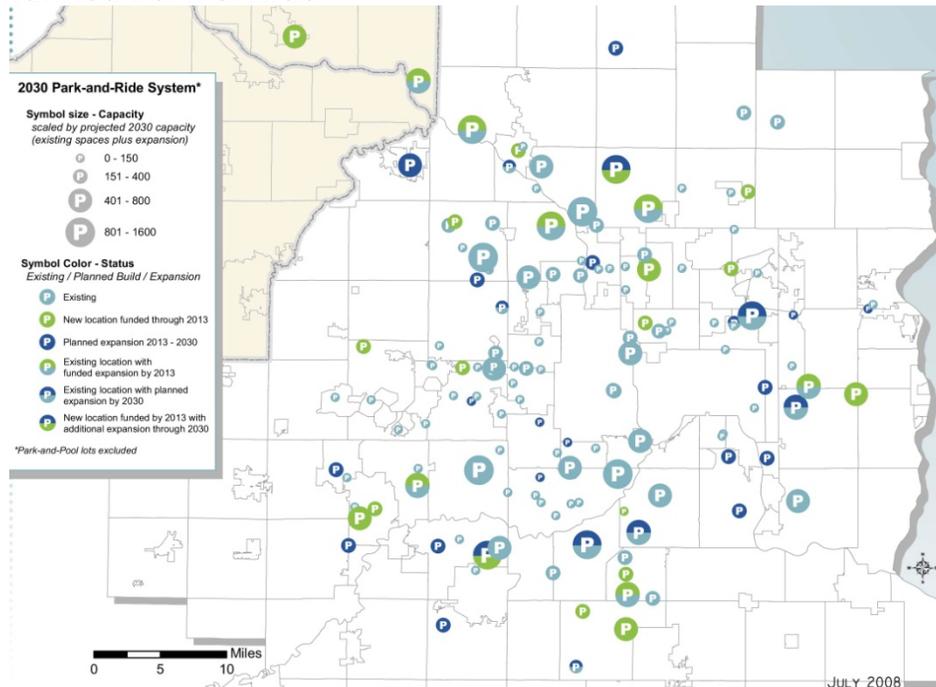
Figure 4-4
Current Transit Passenger Infrastructure



Source: Metropolitan Council

The Metropolitan Council, in its system statement, has asked Pine Springs to identify in its Comprehensive Plan future transit needs. When a transit mode and alignment study

Figure 4-6
2030 Planned Park & Ride



Non-Motorized Transportation

Walking and bicycling are often considered to be just recreational, but walking and bicycling are also essential modes of transportation. These modes allow people to access other means of travel, such as transit, and to contribute to healthy and active lifestyles without contributing to congestion and air pollution. These modes of transportation generally have not been considered in subdivision design since the 1960's, and many obstacles exist to fully utilizing these modes.

Despite obstacles, bicycling in the Twin Cities region is gaining popularity as a means of transportation. The region is known nationwide for its bicycle facilities and high levels of bicycling. For example, the City of Minneapolis ranked second in the nation for bicycle commuting with 3.8 percent of all commute trips made via bicycle in 2007. This was double the number of trips from 2003. The increasing use of bicycle facilities demonstrates that people are looking for travel alternatives to the automobile for many of their trips.

U. S. Census and the Metropolitan Council have identified the potential for bicycle transportation. According to U.S. Census Longitudinal Employer Household Dynamics data, approximately 20 percent of all employees who work in one of the major employment clusters in the Twin Cities live less than three miles from their workplace.

Chapter 4 – Transportation

Metropolitan Council's 2000 Travel Behavior Inventory found nearly 14 percent of all trips in the region are less than one mile long and close to 40 percent are less than three miles.

To take advantage of the potential of pedestrian and bicycle transportation, the City of Pine Springs has identified potential bicycle corridors and connection opportunities to the regional trail system, future transit, and nearby commercial areas. See **Figure 6-2**

For bicyclists, physical barriers such as major highways can interrupt travel. In addition, many roads have also not been designed with bicycling in mind and are either uncomfortable or unsafe to use. Pedestrians encounter many of the same barriers as bicyclists. Pedestrians may be particularly disadvantaged by the presence of access-controlled county and state highways that have few crossing opportunities. It is possible that removing existing travel barriers could result in a higher proportion of trips made via walking or bicycling. Providing a more attractive, comfortable and safe walking environment could increase the amount of travel made by walking and likely increase future transit use, since most transit trips begin and end with walking.

With the exception of regional trails, the detailed planning and design of bicycle and pedestrian systems are generally left to local governments. The conditions and feasibility of using local streets and open space to accommodate bicycle and pedestrian infrastructure are best known at the local level. Local units of government must also work with County and State officials to ensure that when new roadway infrastructure is designed, provisions for bicycles and pedestrians are included.

The interchange of CSAH 36 and TH 36 is on the Washington County Capital Improvement Plan for 2012 and 2013. The final design of this interchange should include a separated trail along the north TH 36 frontage road between Hilton Trail and the Gateway Trail. Pedestrian and bicycle crossing of Hilton Trail must also be considered a top priority for the final design.

Aviation

Pine Springs is not within the influence area of any airport in the region. The closest airport, Lake Elmo Airport, is located in Washington County, six miles southeast of Pine Springs, twelve miles east of the downtown St. Paul business district, one mile east of downtown Lake Elmo, mostly within Baytown Township. It is a general aviation airport owned by the Metropolitan Airport Commission (MAC) and operated by MAC for public use. The Lake Elmo Airport is a secondary field and serves as a reliever to the Minneapolis-St. Paul International Airport. Currently plans are underway to extend both airport runways which are now the shortest in the system.

The Minnesota Department of Transportation rule 14 MCAR 1.3015 establishes the criteria for determining obstructions to air navigation. The most relevant issue is the

Chapter 4 – Transportation

maximum obstruction height of 200 feet within three miles of a runway. There are however, a number of variables that have a profound effect on the various height possibilities.

There are no structures in Pine Springs that exceed 200 feet in height. The city is required by the Metropolitan Council's Metropolitan Development Guide to include a policy in its comprehensive plan update, as well as a provision in its zoning ordinance, regarding the height of structures.

In addition, to protect general airspace, the city is required to notify the Federal Aviation Administration and the Aeronautics Division of the Minnesota Department of Transportation if any proposed development includes a building or structure exceeding 200 feet above ground level. This necessitates including (1) a policy in the plan and (2) provisions in local codes and ordinances for notifying FAA and MN/DOT (Aeronautics) of any proposed structure 200 feet above ground that could affect navigable airspace.

The city's zoning ordinance does include a notification to MN/DOT as defined under these criteria, as follows:

Notification: Any sponsor who proposes any construction or alteration that would exceed a height of 200 feet above ground level at the site, or any construction or alteration of height greater than an imaginary surface extending upward and outward at a slope of 100:1 from the nearest point of the nearest runway of a public airport shall notify the department at least 30 days in advance.

This notification is in addition to any federal permit/review process (under FAA Form 7460-8).

Railroads

There are no railroads within the City of Pine Springs.

Transportation Goals and Policies

- Support a roadway system that is consistent with the objectives of the Metropolitan Council's systems plans and the Minnesota Department of Transportation goals for I-694 and TH 36. To meet this policy Pine Springs will work with the MNDOT to find an acceptable interchange design for TH 36 and CSAH 36. This design will provide acceptable access for residents on the south side of TH 36 and will include a pedestrian crossing of CSAH 36 and a separated trail between CSAH 36 and the regional trail.
- Local streets meet resident's needs. To meet this policy the City will:
 - Continue the maintenance of local streets under its jurisdiction.

Chapter 4 – Transportation

- Explore improving road shoulders that meet pedestrian needs.
- Future public transit meets the needs of Pine Springs Residents. To meet this goal Pine Springs will:
 - Work with Metropolitan Council and Metro Transit to study alignment and modal options for the TH 36 corridor.
 - Work with the Metropolitan Council and Metro Transit to establish a park and ride lot at the southwest quadrant of TH36 and I-694.
- Ensure that residents have safe and convenient access to the regional trails and to future transit. See Chapter 6.
- Ensure conformance to Federal Aviation Administration and the Minnesota Department of Transportation (Aeronautics) requirements to avoid of the potential to negatively affect navigable airspace. To achieve this goal Pine Springs will require that a developer of any proposed structure 200 feet above ground level notify the FAA and MNDOT according to statute and continue to include this requirement in city ordinances.

Chapter 5 – Water Resource Management

Introduction

Each municipality within the region is required to develop three sections relating to water resource management:

- A wastewater and comprehensive sewer plan or in areas where wastewater is treated with private systems, it must set operational standards and identify areas that are unsuitable for private systems.
- A surface water management plan that addresses water quality.
- A water supply plan that ensures a safe and adequate supply of drinking water for the future.

Wastewater

The City of Pine Springs is located outside the MUSA and there are no plans within the 2030 time frame to extend service to the City. All of the 142 residences located in the City are served by individual sewage treatment systems (ISTS). The locations of these are shown on **Figure 5-1** and the addresses of each are listed in **Appendix C**.

The Metropolitan Council System Statement for Pine Springs requires the city to have a sewer element in its Comprehensive Plan showing conditions under which private treatment plants would be allowed in the future and how the long-term maintenance of these systems would be addressed. It instructs municipalities with private systems to incorporate requirements of the Minnesota Pollution Control Agency (MPCA).

The Minnesota Pollution Control Agency (MPCA) in its Rules Chapter 7080 has established regulations for the construction and management of on-site systems.

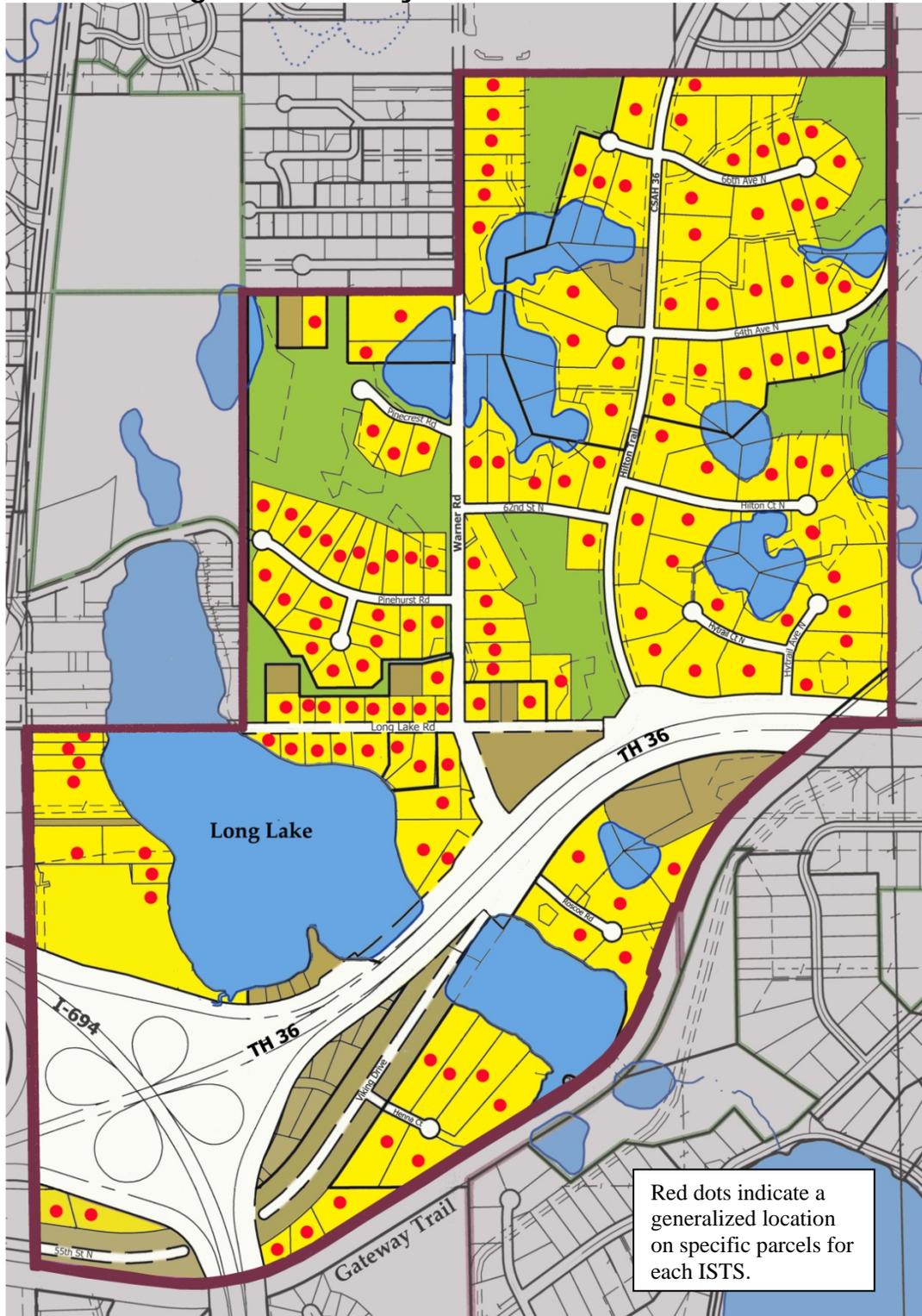
The regulations and the role of the community deal with four questions:

- What is the design of the on-site system and how will the community review the design?
- How will the community assure that construction of the on-site system is done properly?
- How will the community require, and then monitor, inspection of the on-site system every three years?
- How will the community assure that needed repairs are done if, at the time of the regular inspection, it is discovered that the on-site system is not working properly?

Pine Springs has adopted Washington County's Individual Sewage Treatment System Regulations Ordinance #128. A copy of this Ordinance is in **Appendix D**. This regulation applies to all areas of the City. The City has contracted with Washington

Chapter 5 – Water Resource Management

Figure 5-1
Individual Sewage Treatment Systems



Chapter 5 – Water Resource Management

County to perform individual sewage treatment system (ISTS) inspections services consistent with Minn. Rule 7080.0700 subp 2E. These services include permitting of new systems and inspections of existing systems. The signed agreement is included in **Appendix E**. It lays out conditions and responsibilities of each party in the enforcement of ISTS.

Surface Water Management

Minnesota Statutes require local units of government to prepare local watershed management plans, capital improvement programs and official controls to conform with watershed district plans within a time period prescribed in a watershed plan. Pine Springs is wholly located within the Valley Branch Watershed District (VBWD). The VBWD approved its most recent plan on November 10, 2005. Local units of government were put on notice that within two years, each must either adopt local watershed plans or if a municipality is not assuming the permitting authority of VBWD, they may adopt all or part of the watershed district plan by reference through a resolution or other means.

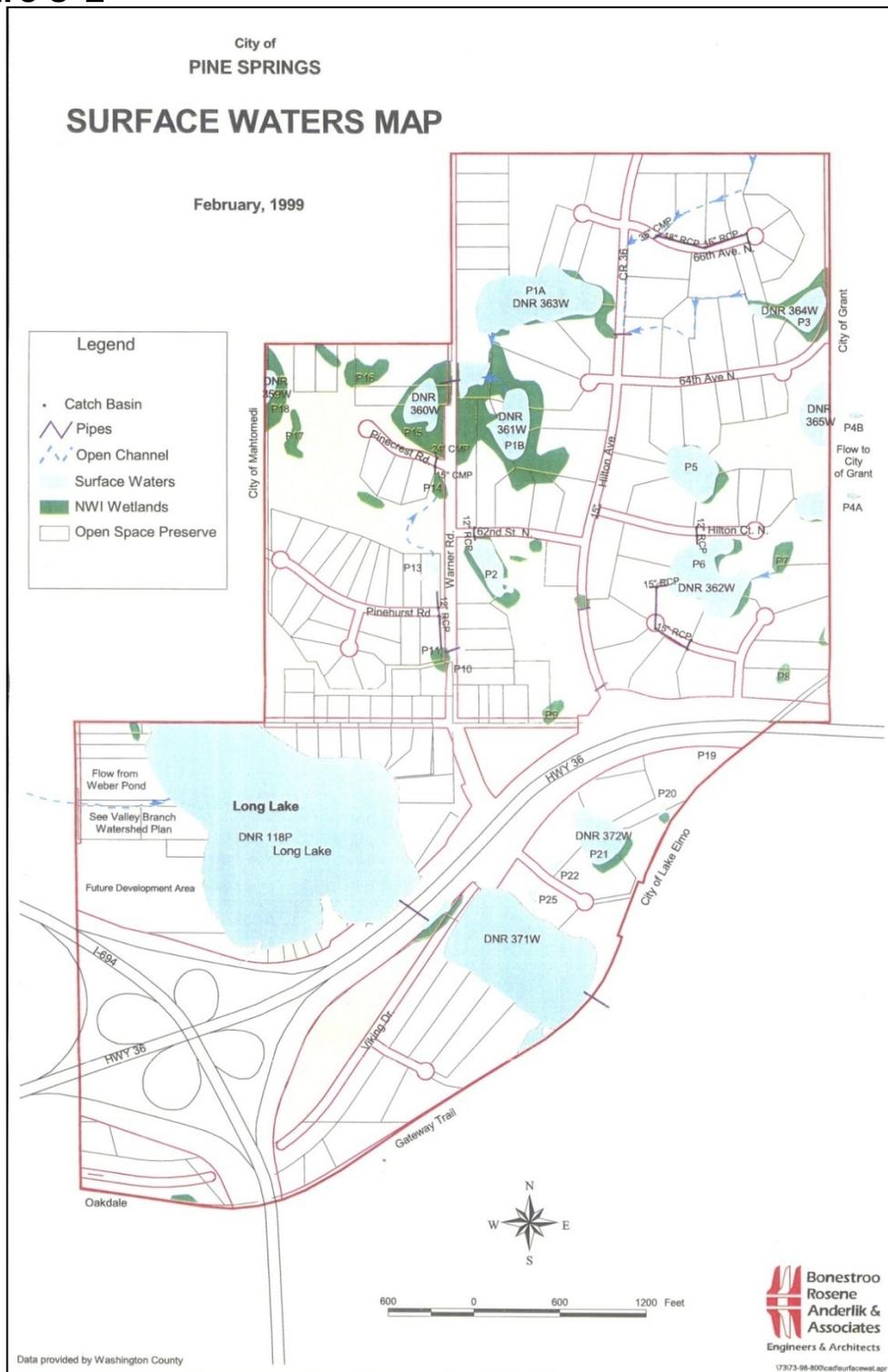
Valley Branch Watershed District is the permitting local government unit for all land altering activities in Pine Springs, and Pine Springs has elected to adopt by reference the VBWD plan. See Resolution 09-15 dated April 7, 2009, in **Appendix F**. The City adopted Ordinance _____ to control stormwater and erosion on _____. A copy of this ordinance is found in **Appendix G**. Erosion control is also addressed within the subdivision ordinance.

Pine Springs has continued to work with Valley Branch Watershed District to maintain water quality. This includes the alum treatments, aeration, and the maintenance of outflow structures on Long Lake.

The surface water map shows all DNR protected water and wetlands and existing drainage infrastructure. See **Figure 5-2**.

Chapter 5 – Water Resource Management

Figure 5-2



Chapter 5 – Water Resource Management

Water Supply

All homes in Pine Springs are served by individual private wells.

Water Resource Management Goals and Policies

- ISTS are maintained according to standards established by Minnesota Environmental Protection Agency and Washington County. In order to meet this goal Pine Springs will continue to contract with Washington County to permit and inspect ISTS.
- Public facilities and water resources are managed in accordance with Minnesota statutes. In order to meet this goal, Pine Springs will continue to require protection of drainage ways and sensitive areas through protective easements and subdivision requirements. Pine Springs will continue its current policy of deferring the permitting of land altering activities to Valley Branch Watershed District. The City will work with VBWD and the City of Mahtomedi to improve water quality in Long Lake and maintenance of the lake outlet.
- Private wells will continue to provide potable water to Pine Springs residents. In order to meet this goal, Pine Springs will ensure residents are informed about the importance of well inspections and require all new wells to be constructed by licensed professionals.

Chapter 6 – Parks, Trails and Open Space

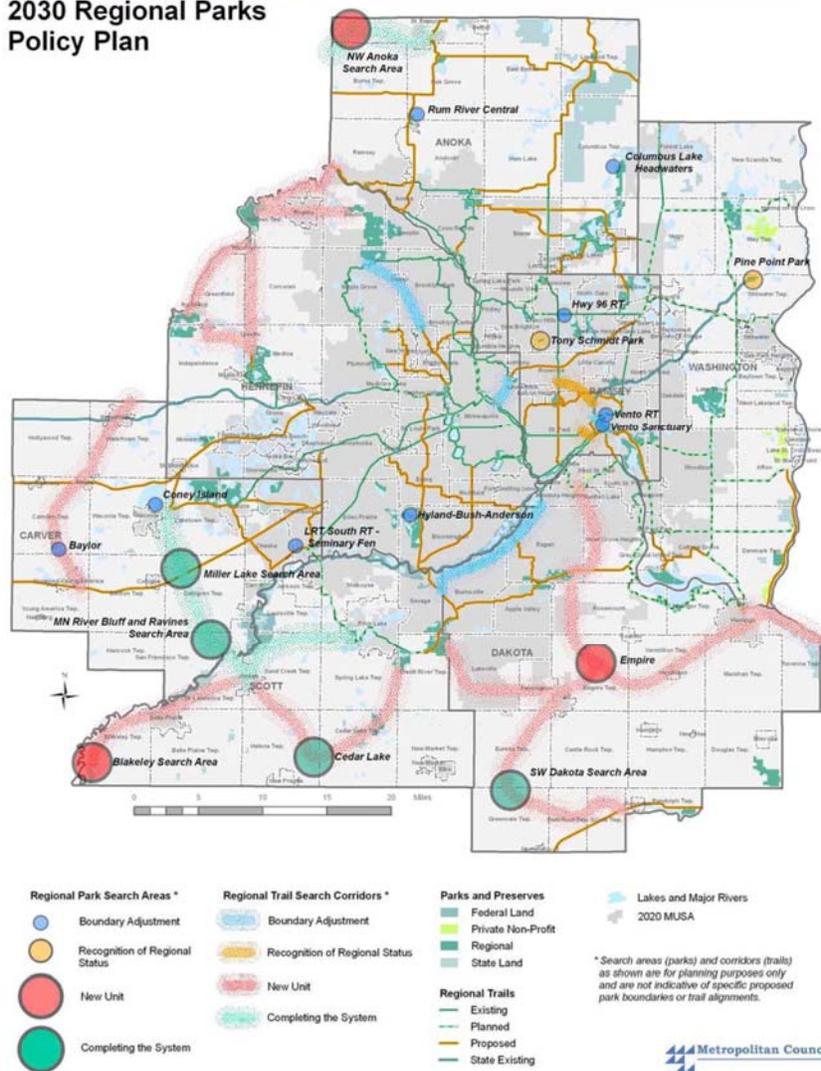
Introduction

There are no regional parks or trails located within the City of Pine Springs. However, the Gateway State Trail is located adjacent to the southern boundary of the City and is under the jurisdiction of the Minnesota Department of Natural Resources. This trail is used by residents and access to the trail is discussed more fully below and in Chapter 4.

The City also does not contain any formal city parks. There are many acres of open space, both public and private, that allow for natural resource protection. Some of this open space is the result of the City's cluster housing provisions. Some have easements that will allow for future private sewers, should these be required due to any failure of existing systems. See Chapter 4. Some open space is owned by the City and held in reserve for future use as a park and trail.

Figure 6-1

2030 Regional Parks Policy Plan

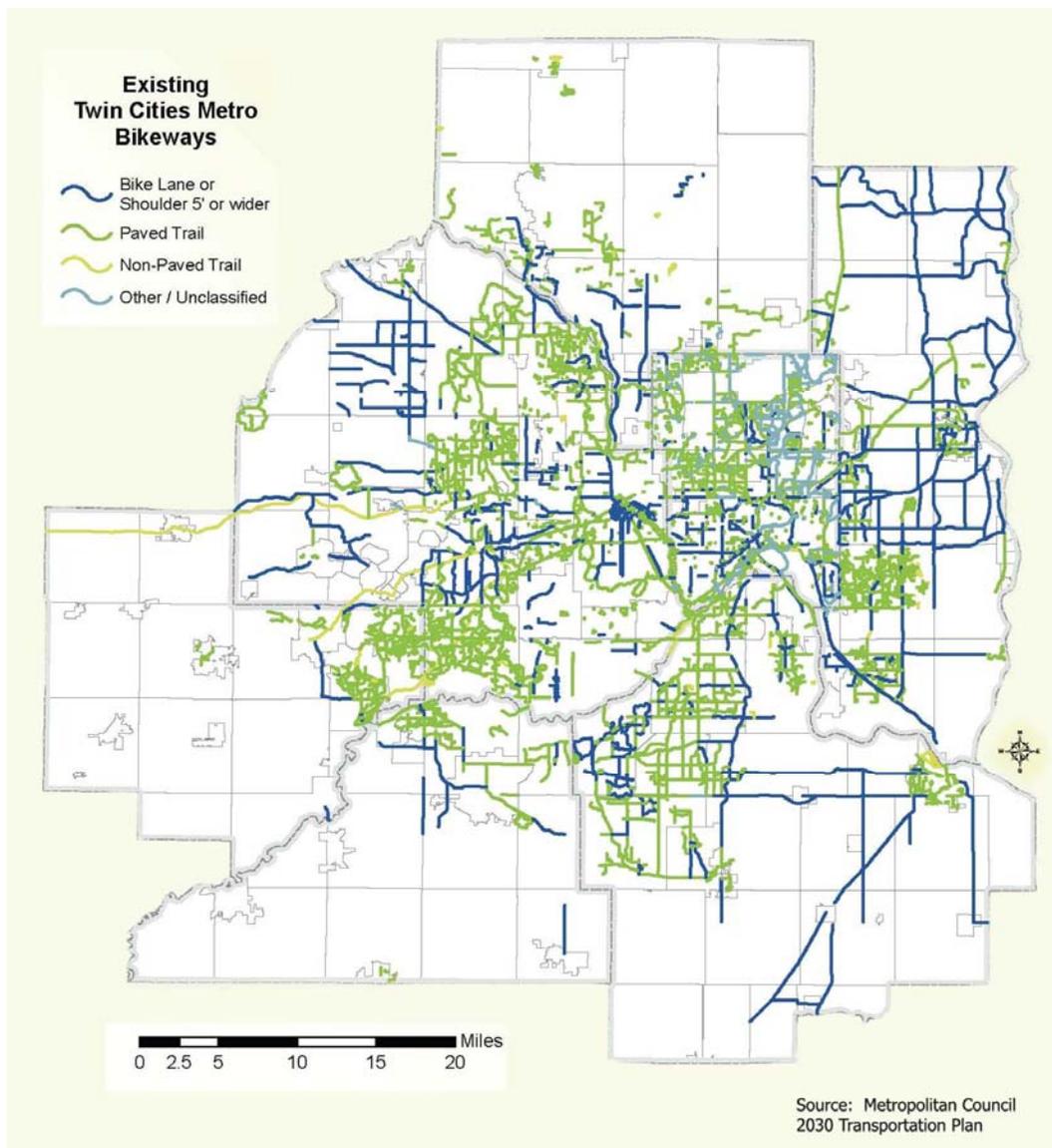


Chapter 6 – Parks, Trails and Open Space

Trails

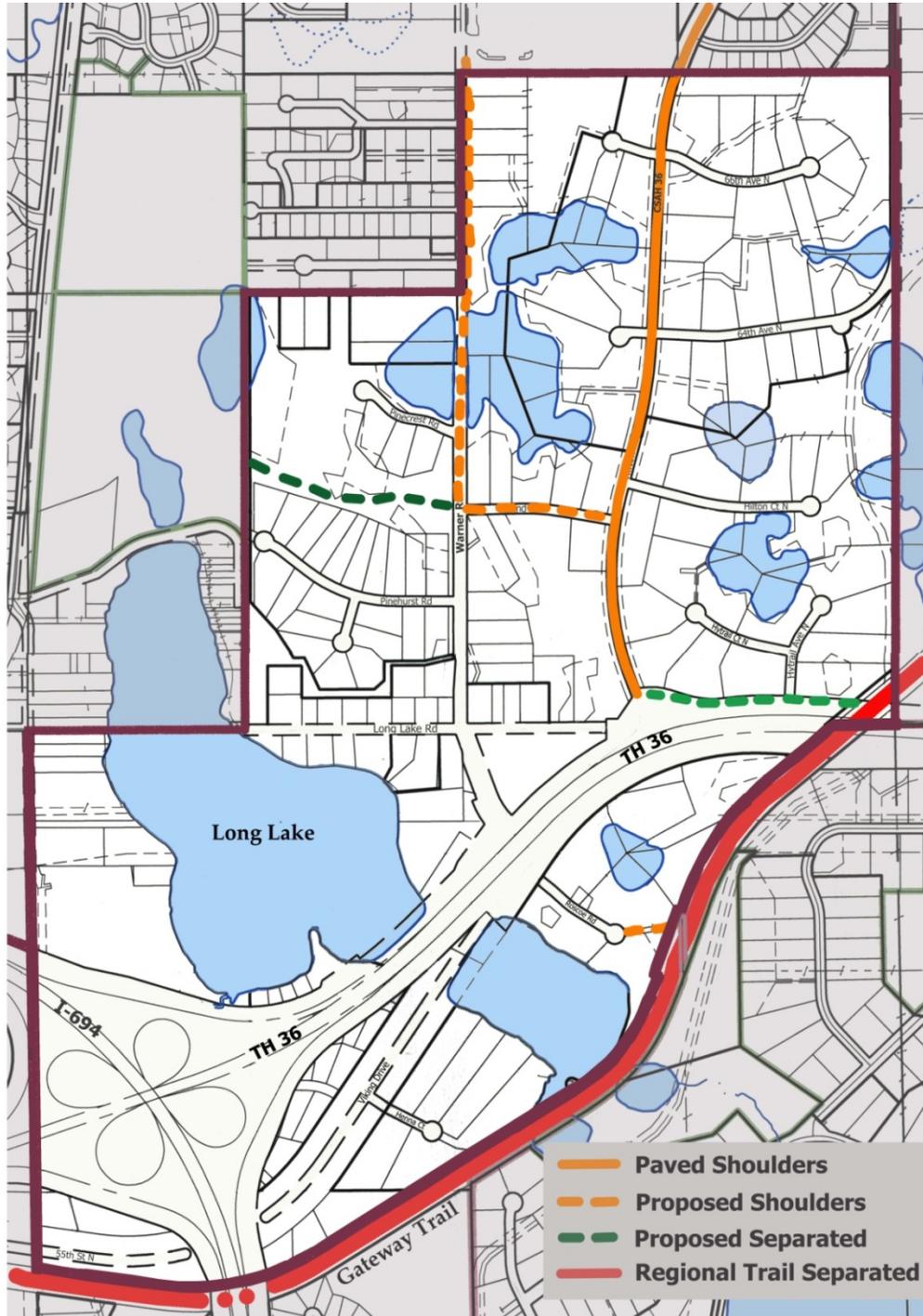
The Gateway segment of the Willard Munger State Trail is 18 miles long connecting Pine Point Park on its east end and St. Paul on its west end. This major trail is part of a larger network of trails serving the Twin Cities Metro Area. See **Figure 6-2**. The Gateway Trail also makes intermediate connections with numerous other trails, both local and regional. The Washington County Trail Map (**Appendix H**) offers some recreational options for using the trails within the county. It identifies both separated trails and paved shoulders trails. This map shows CSAH 36 as a paved-shoulder bikeway.

Figure 6-2
Regional Bicycle Network



Chapter 6 – Parks, Trails and Open Space

Figure 6-3
City of Pine Springs Trail Plan



Chapter 6 – Parks, Trails and Open Space

The demand for trail and trail access has been rapidly growing over the past decade. Trail planning and construction have been undertaken by various state, county, and local units of government to keep up with this demand. Trail plans have become part of most new comprehensive plans.

Most communities adjacent to Pine Springs have developed trail plans that interconnect parks, schools, and neighborhood commercial areas. Washington County has been involved in trail planning including the recent St. Croix Valley Regional Trail Master Plan. The county has also developed several recreational trail loops that connect to historic sites and parks. See **Appendix H. Figure 6-3** above identifies potential trail segments to give residents access to the existing regional trail network and to trail systems and other amenities in adjacent communities.

Trails are also discussed in Chapter 4, Transportation.

Open Space

The existing land use plan shows the extent of open space in Pine Springs. This includes both public and private open space. Open space has been set aside to protect sensitive and scenic areas, maintain areas for stormwater ponding and drainage, as well as reserve areas for passive recreational purposes. Open space also provides wild life habitat, as it supports a diverse tree and understory land cover.

Parks, Trails and Open Space Goals and Policies

- Ensure that residents have access to regional trails, parks and the surrounding trail network. In order to meet this goal, Pine Springs will:
 - Work with Minnesota Department of Transportation to achieve a design for the north TH 36 frontage road that includes a separated trail and includes a safe pedestrian and bicycle crossing of Hilton Trail.
 - Explore funding sources, such as Bike Walk Twin Cities and others to implement trail connections. Work with neighboring communities and school districts to secure funding where feasible.
 - Pursue development of roadway shoulders suitable for pedestrians and bicycles.
- Improve mobility, connectivity, and safety for pedestrians and bicyclists. In order to achieve this goal Pine Springs will:
 - Work with adjacent communities to establish trail locations and connections where practical.
 - Work with local school districts to ensure safe pedestrian routes for children.

Chapter 6 – Parks, Trails and Open Space

- Maintain open space that protects natural resource, scenic views and habitat. In order to meet this goal Pine Springs will:
 - Preserve its present subdivision process.
 - Continue to work with the Valley Branch Watershed District to maintain a high standard of water quality.
 - Protect the integrity of existing open space.

Chapter 7 - Implementation

Introduction

The Metropolitan Land Planning Act requires that each community include an implementation program in its comprehensive plan to address the following issues:

- Official controls including zoning that are consistent with and implement the comprehensive plan.
- A capital improvement program (CIP).
- A housing program.

Official Controls

Figure 7-1 reflects the current zoning in Pine Springs. Minimum lot size for single family residential development is 2.5 acres. The Comprehensive Plan indicates that the area in the southwest quadrant of I-694 and TH 36 be changed to Light Industrial and also shows a park and ride for future transit. Zoning of this site will be changed when a developer is chosen to redevelop the site or when it is purchased for transit passenger infrastructure. The City will adopt an amendment to its zoning ordinance that will make provisions for a future PUD zoning district.

The zoning ordinance currently has a requirement that a developer of any proposed structure 200 feet above ground level notify the Federal Aviation Administration and the Minnesota Department of Transportation of the potential to affect navigable airspace.

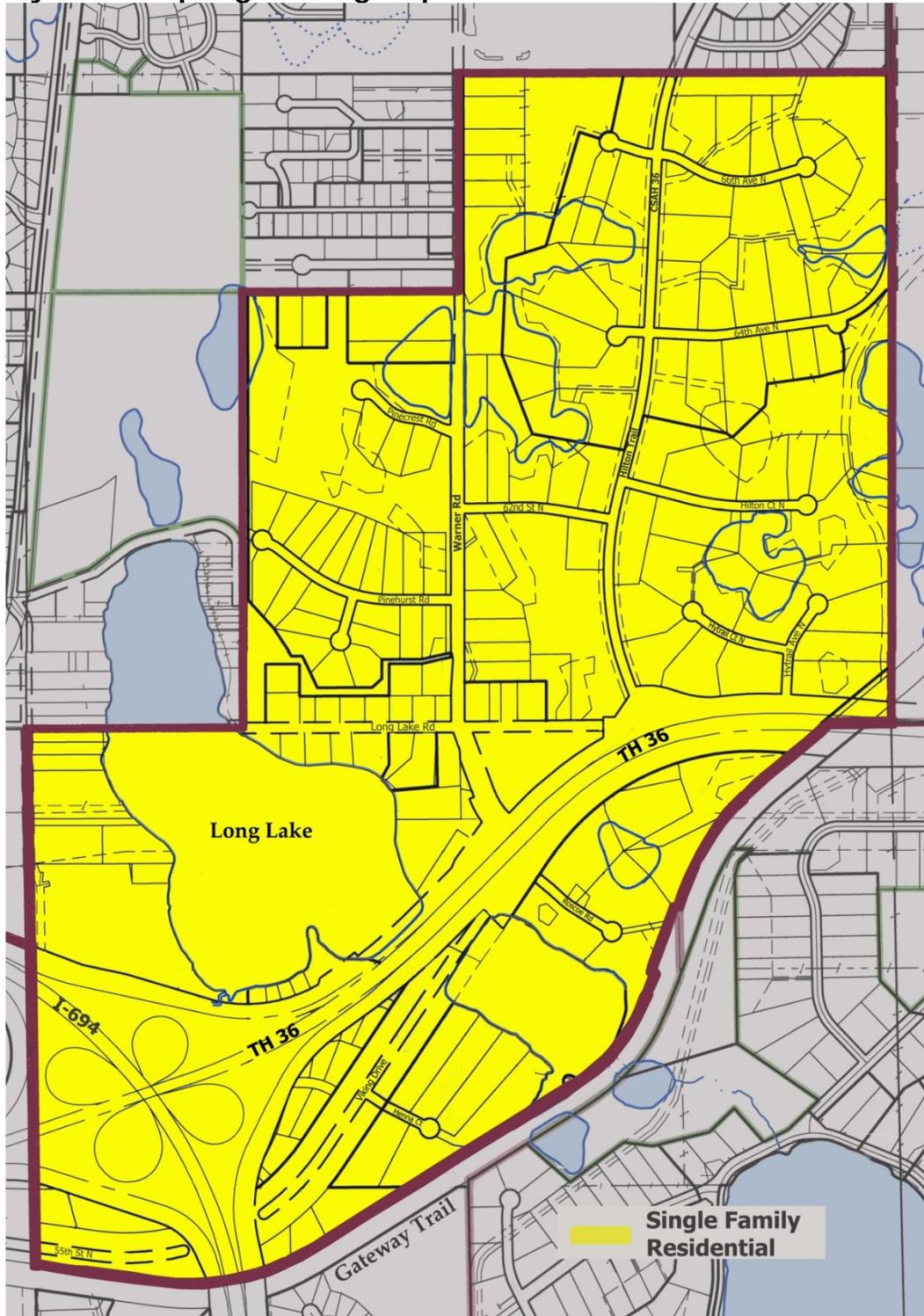
Existing subdivision requirements will remain unchanged. Currently provisions exist within the Subdivision Ordinance that allow for cluster developments that preserve open space in relation to housing sites. This provision allows for the protection of drainage areas, significant features, sensitive areas, and solar access. The ordinance also establishes minimum setbacks from normal high water of open lakes and minimizes any land altering activities along lake shore.

The City has approved Resolution 09-15 adopting the current Valley Branch Watershed District (VBWD) Surface Water Management Plan. VBWD continues to be the local governmental unit that administers land alteration permits within the City of Pine Springs. See **Appendix F**.

The City will adopt an erosion control ordinance by November 30, 2009.

Chapter 7 - Implementation

Figure 7-1
City of Pine Springs Zoning Map



Chapter 7 - Implementation

Capital Improvement Program (CIP)

The City's Capital Improvement Program for the next five years includes:

Table 7-1

	2009	2010	2011	2012	2013
Transportation	\$12,000	\$12,000	\$13,000	\$13,000	\$14,000
Trails	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000

Note: All water is provided by private wells, there are only on-site sewage systems in the City and there are no formal parks.

Housing Program

The City does not anticipate any significant housing growth within the planning period. Any new housing will be required to comply with existing ordinances and densities.

Maintenance of existing housing stock has not been identified as a problem. The City will provide qualified residents with information about housing maintenance and rehabilitation programs administered by the Washington County Housing and Redevelopment Authority and the Minnesota Housing Finance Agency if the need does arise.

Appendices

List of Appendices

- A. Comments from Adjacent Municipalities, Units of Government
- B. Comprehensive Housing Needs Assessment For Washington County, Minnesota
- C. Addresses of all individual sewage treatment systems
- D. Washington County's ISTS Regulations Ordinance #128
- E. Agreement with Washington County to provide permitting and inspections of ISTS
- F. Resolution adopting VBWD Surface Water Management Plan
- G. Drainage/Erosion Control Ordinance
- H. Trail plans for adjacent communities and Washington County
- I. Community Questionnaire Results