



City of Crystal, Minnesota Comprehensive Plan Update Through the Year 2030

*After Amendment 2012-A
adopted by City Council
on December 19, 2011*

City of Crystal, Minnesota Comprehensive Plan Update

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BACKGROUND

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CHAPTER A

PROCESS OVERVIEW

As a municipality within the seven-county metropolitan planning area, Crystal is required to submit an updated Comprehensive Plan to the Metropolitan Council in 2008. The Comprehensive Plan is the city's policy document and guide for land use and related decision-making. For example, the Comprehensive Plan is used by the Planning Commission and City Council when it makes decisions related to zoning, subdivision (platting), public facilities and redevelopment. While the plan does not include more detailed development concept plans for particular sites or designs for public facilities improvements, it does set the stage and provide guidance for such plans and designs to be developed later.

On February 20, 2007, the City Council appointed a 27-member citizen task force to work on an update of the Comprehensive Plan. The task force composition is summarized in Table A-1 on the following page. The task force met 15 times and also held two open houses for the general public, one in November 2007 and the other in April 2008. The Citizen Task Force Report was presented to the City Council on June 3, 2008. The report included most of the material comprising this update of the Crystal Comprehensive Plan, including chapters on housing, redevelopment, land use, transportation and parks.

The Planning Commission's first public hearing on the Comprehensive Plan occurred on September 8, 2008. On October 13, 2008 the Planning Commission approved the plan and forwarded it on to the City Council. On November 6, 2008 the City Council approved the plan for submittal to other governmental jurisdictions and agencies for a six month review and comment period, as required by Metropolitan Council. On May 29, 2009 the city submitted the plan to Metropolitan Council for review. On June 16, 2009 Metropolitan Council staff informed the city of additional items which must be added to the plan for it to be considered complete. After two years of discussions between staff from both parties, including the city's submittal of various possible plan changes to satisfy Metropolitan Council, a final set of proposed revisions was submitted by the city on July 1, 2011. Subject to these revisions, the plan was accepted by Metropolitan Council on August 10, 2011.

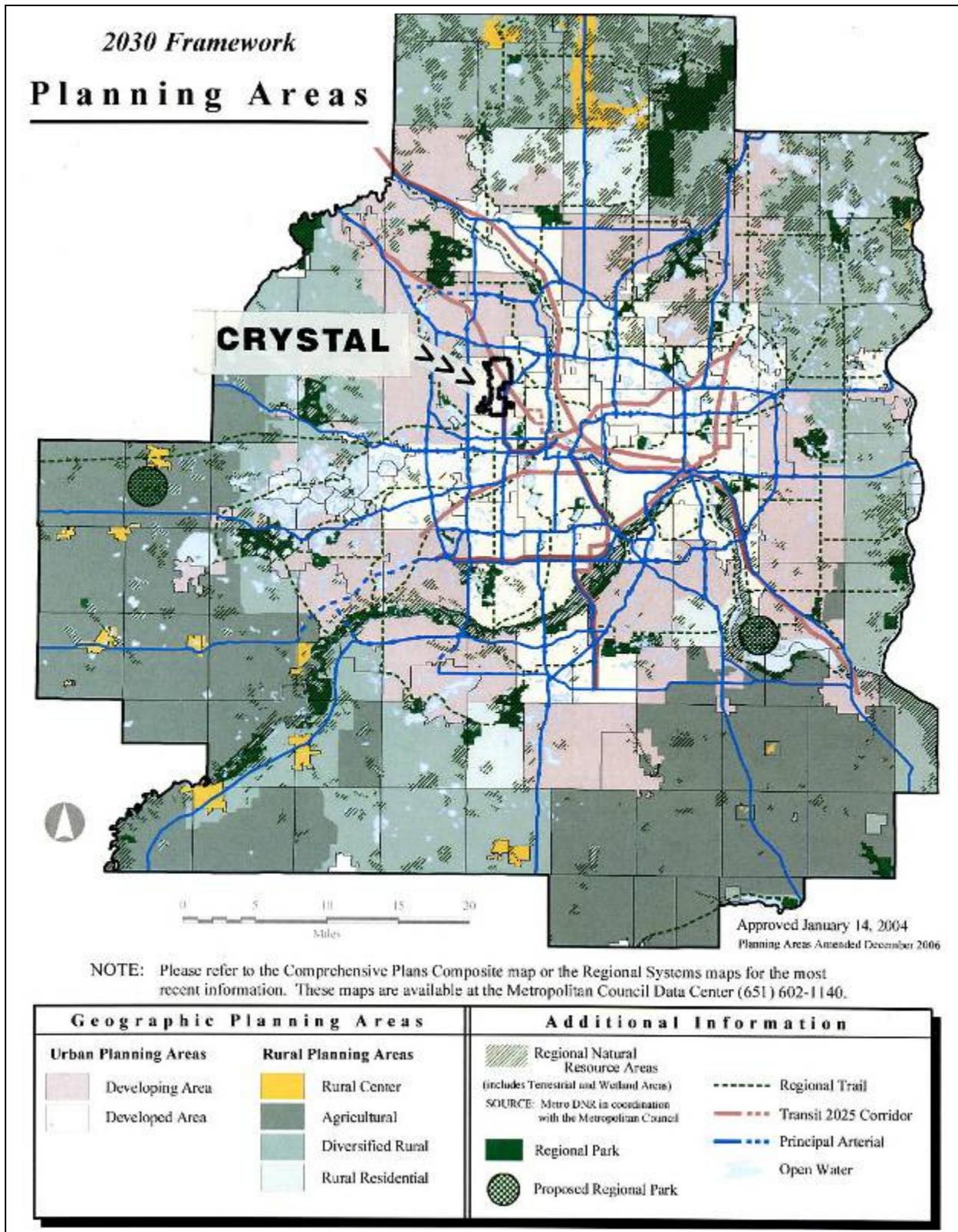
TABLE A-1

CITIZEN TASK FORCE COMPOSITION

<u>Citizen Task Force for the Comprehensive Plan Update</u>
<p>ELECTED OFFICIALS</p> <p>Mayor ReNae Bowman Councilmember Dave Anderson</p>
<p>MEMBERS OF THE PLANNING COMMISSION</p> <p>Chair Paul Whitenack Vice Chair Joe Sears Secretary Jeff Hester Tom Davis Michelle Strand Rita Nystrom Tim Buck Dick VonRueden Angela Scheibe</p>
<p>MEMBERS OF OTHER ADVISORY COMMISSIONS</p> <p>Guy Mueller (Park & Recreation) Dave Luebke (Environmental Quality)</p>
<p>GENERAL CITIZEN MEMBERS - THREE PER WARD</p> <p>WARD 1</p> <p>Joel Franz Harley Heigel John Schuneman</p>
<p>WARD 2</p> <p>Alana Fermoyle Darwin Lindahl Melvin Maldonado</p>
<p>WARD 3</p> <p>Helen Bennett Bill Felker Thomas Van Housen</p>
<p>WARD 4</p> <p>Darlene Brenna Tom Jungroth Victoria Morrison</p>
<p>OTHER MEMBERS</p> <p>E. Gary Joselyn (at-large citizen) Curt Hotzler (Business Boosters)</p>

CHAPTER B PLANNING AREA DESIGNATION

FIGURE B-1 METROPOLITAN COUNCIL PLANNING AREAS



Metropolitan Council has established several different geographic area designations for different parts of the region. Crystal is among the areas classified as **Developed**. For such communities, Metropolitan Council has established the following general policies and strategies:

Policy 1: Work with local communities to accommodate growth in a flexible, connected and efficient manner.

Strategies for all communities

- Support land-use patterns that efficiently connect housing, jobs, retail centers and civic uses within and among neighborhoods.
- Encourage growth and reinvestment in adequately sewered urban and rural centers with convenient access to transportation corridors.
- Promote development strategies that help protect and sustain the regional water supply.

Strategies for Developed Communities

- Work in partnership with developed communities to encourage reinvestment and revitalization.
- Provide grants and other incentives to cities and businesses to reclaim, infill and redevelop underutilized lands and structures.

Policy 2: Plan and invest in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.

Strategies

- Focus highway investments on maintaining and managing the existing system, removing bottlenecks and adding capacity.
- Make more efficient use of the regional transportation system by encouraging flexible work hours, telecommuting, ridesharing and other traffic management efforts, and by employing a variety of pricing techniques such as FAST lanes and HOT lanes.
- Expand the transit system, add bus-only lanes on highway shoulders, provide more park-and-ride lots and develop a network of transitways.
- Encourage local governments to implement a system of fully interconnected arterial and local streets, pathways and bikeways.
- Promote the development and preservation of various freight modes and modal connections to adequately serve the movement of freight within the region and provide effective linkages that serve statewide, national and international markets.
- Support airport facilities investments to keep pace with market needs and maintain the region's economic vitality.

Policy 3: Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.

Strategies

- Work to ensure an adequate supply of serviced, developable land to meet regional needs and respond to demographic trends.
- Work with regional partners to increase housing options that meet changing market preferences.
- Support the production and preservation of lifecycle and affordable housing with links to jobs, services and amenities accessible by auto, transit, biking and walking.

Policy 4: Work with local and regional partners to reclaim, conserve, protect and enhance the region's vital natural resources.

Strategies

- Encourage the integration of natural-resource conservation strategies in regional and local land-use planning decisions.
- Work with other regional partners to protect regionally important natural resources identified as unprotected in the Natural Resources Inventory and Assessment.
- Work to preserve the quality of the region's water resources.
- Work with our regional partners to remain in compliance with federal air quality standards for carbon monoxide, ground level ozone and fine particulate pollution.
- Designate additional areas for the regional park system that enhance outdoor recreation opportunities and serve important natural-resource functions.

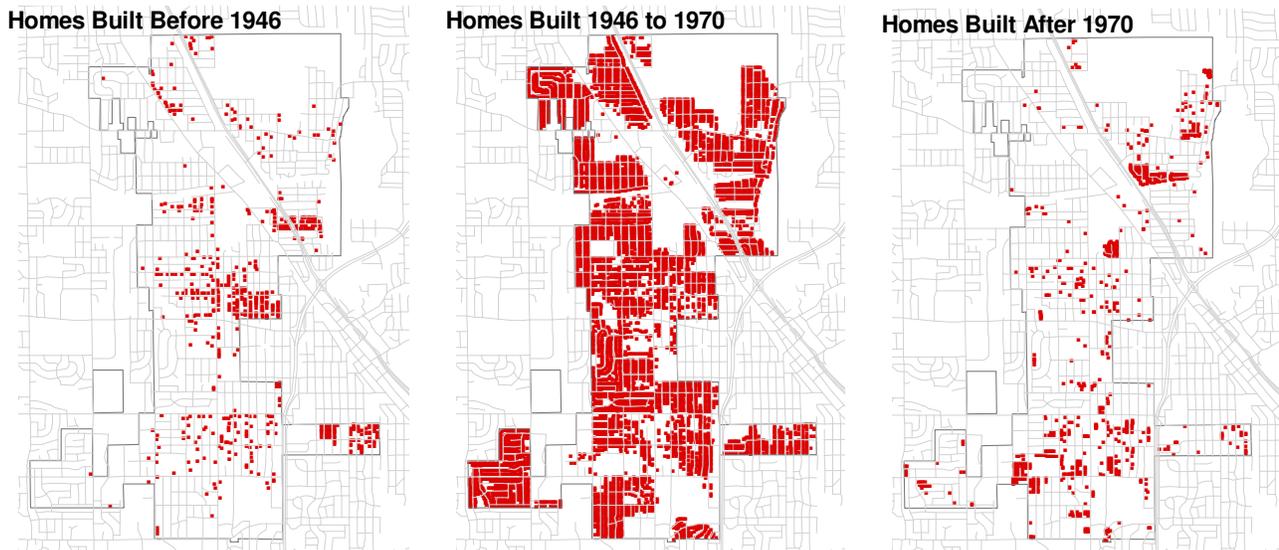
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CHAPTER C

BASELINE

Crystal is a predominantly single family detached residential community. It is largely a product of the period immediately following World War II. As recently as 1945 the community was semi-rural with some scattered subdivisions, but by 1970 the transition to suburban development was essentially complete. After 1970 new housing occurred by infill of remaining vacant parcels or redevelopment of existing land uses.

FIGURE C-1 CRYSTAL DEVELOPMENT HISTORY



Crystal generally has some of the lowest cost suburban housing in the Twin Cities regional market. This is generally true for all housing types (single family, townhouse, apartments), for units of comparable size/features, and for units with similar occupancy status (ownership vs. rental) when compared to most other suburbs in the metropolitan region.

Census 2000 showed Crystal having 9,481 housing units:

- 7,223 (76.2%) were single family detached (houses)
- 242 (2.6%) were single family attached (townhouses)
- 139 (1.5%) were in two family (duplexes)
- 559 (5.9%) were in buildings with 3-19 units
- 1,318 (13.9%) were in buildings with more than 20 units

From Jan. 1, 2000 through Dec. 31, 2007, the city has seen a net gain of 179 housing units:

- + 29 single family detached (houses)
- + 80 single family attached (townhouses)
- + 4 units in duplexes
- 12 units in apartment buildings with 3-19 units
- + 78 units in apartment buildings with more than 20 units.

Therefore as of January 1, 2008, Crystal is estimated to have 9,660 housing units:

- 7,252 (75.1%) were single family detached (houses)
- 322 (3.3%) were single family attached (townhouses)
- 143 (1.5%) were in two family (duplexes)
- 547 (5.7%) were in buildings with 3-19 units
- 1,396 (14.5%) were in buildings with more than 20 units

The growth rate was much stronger in 2000-2002 due to completion of two privately-initiated projects: A 78 unit assisted living building at 3000 Douglas Drive and a 40 unit townhouse development at 47xx Adair Avenue and Adair Court. The growth rate slowed after 2002 and there was actually a net loss in housing units during 2007 due to demolition of three 4-plexes.

In terms of housing unit occupancy, Census 2000 indicated that Crystal had a 99% occupancy rate, with 9,389 occupied housing units. Of these, 7,286 (78.6%) were owner occupied and 2,103 (22.4%) were renter occupied. The state average was 75% owner/25% renter; the U.S. average was 66% owner/34% renter. Among detached single family houses, Hennepin County Assessor data indicate that the percentage of rentals in Crystal was 2.2% in 1998 and 2002, 3.3% in 2004 and 5.0% in 2007.

The share of existing single family houses that are renter occupied will probably continue to increase over time, as will the share of total housing units that are renter occupied. This is typical for fully developed communities like Crystal. In terms of existing owner occupied housing that is converting to rental occupancy, over the past 10 years the shift of single family houses towards rental occupancy has averaged just under 0.3% per year. If this trend continues, and absent the development of new rental housing, the city’s housing units would be approximately 71% owner occupied and 29% renter occupied by 2030 (the end of the planning period), compared with 78% and 22% in 2000.

In terms of population, Crystal’s peak census year was 1970. The decrease in the average number of persons per household (“Persons/HH” below) is the reason for the city’s population decline since 1970. This has been occurring in most fully developed communities. In Crystal’s case, these trends appear to be leveling out: Metropolitan Council’s most recent estimate of average household size was 2.34 persons per household as of April 2007.

TABLE C-1 CENSUS DATA SUMMARY

YEAR	HOUSEHOLDS	PERSONS/HH	POPULATION
1950	1,591	3.59	5,713
1960	5,922	4.10	24,280
1970	8,313	3.72	30,925
1980	8,994	2.84	25,543
1990	9,292	2.56	23,788
2000	9,389	2.39	22,848
2010	9,183	2.39	22,151

CHAPTER D

ORIGINAL METROPOLITAN COUNCIL FORECASTS

In 2008, Metropolitan Council forecast the change in population, households and employment for each planning jurisdiction in the region through 2030. Their forecasts for the region, each county, and each municipality in Hennepin County are summarized below. Please note that the city and Metropolitan Council have prepared revised forecasts which reflect a more conservative view of the potential pace of redevelopment in the city between now and 2030. This will be discussed further in Chapter E.

TABLE D-1 REGIONAL DEVELOPMENT FRAMEWORK FORECASTS

2030 Regional Development Framework - Revised Forecasts as of January 9, 2008												
	POPULATION				HOUSEHOLDS				EMPLOYMENT			
	2000	2010	2020	2030	2000	2010	2020	2030	2000	2010	2020	2030
ANOKA COUNTY	298,084	362,170	407,710	425,260	106,428	136,370	157,760	168,690	110,050	127,050	141,730	153,810
CARVER COUNTY	70,205	110,740	163,830	195,400	24,356	41,780	62,680	76,180	28,740	39,860	51,540	59,080
DAKOTA COUNTY	355,904	429,160	488,750	520,010	131,151	164,290	193,390	209,400	154,242	179,710	199,540	214,350
Bloomington	85,172	87,500	90,500	93,000	36,400	37,700	39,200	40,000	104,548	118,600	126,200	137,500
Brooklyn Center	29,172	29,500	30,500	29,500	11,430	11,800	12,200	12,100	16,698	18,200	18,600	19,000
Brooklyn Park	67,388	74,500	80,500	85,000	24,432	28,400	32,000	35,000	23,692	26,900	29,100	32,000
Champlin	22,193	23,700	24,500	25,800	7,425	8,500	9,200	10,000	2,734	3,700	5,100	6,200
Chanhassen (pt)	0	0	0	0	0	0	0	0	979	1,700	1,700	1,700
Corcoran	5,630	11,600	19,900	24,600	1,784	4,000	7,000	8,500	1,792	4,000	6,500	7,200
Crystal	22,698	22,700	22,800	23,500	9,389	9,700	10,100	10,500	5,638	6,600	7,300	8,100
Dayton (pt)	4,693	5,600	20,100	28,700	1,546	2,000	7,800	11,000	1,057	3,900	5,800	6,900
Deephaven	3,853	3,900	3,900	3,900	1,373	1,450	1,500	1,500	1,021	1,000	1,100	1,200
Eden Prairie	54,901	61,200	62,500	63,000	20,457	24,200	25,500	26,500	51,006	55,000	62,000	65,000
Edina	47,425	49,000	50,000	51,500	20,996	21,600	22,000	22,500	52,991	57,100	60,000	62,400
Excelsior	2,393	2,500	2,700	2,800	1,199	1,250	1,330	1,400	1,823	1,980	2,250	2,450
Fort Snelling (unorg.)	442	0	0	0	0	0	0	0	35,526	36,400	37,200	37,900
Golden Valley	20,281	22,700	23,000	24,000	8,449	9,000	9,200	9,600	30,142	31,700	33,100	34,500
Greenfield	2,544	3,190	4,050	4,300	817	1,000	1,300	1,600	337	1,240	2,000	2,700
Greenwood	729	760	770	780	285	320	330	330	161	220	230	250
Hanover (pt)	332	410	510	630	113	150	200	250	86	60	70	80
Hassan Twp.**	2,463	4,580	6,100	4,500	778	1,600	2,100	1,600	721	3,050	4,850	0
Hopkins	17,367	17,900	18,600	18,900	8,359	8,500	8,800	9,000	11,979	13,600	14,800	16,300
Independence	3,236	4,000	4,480	4,900	1,088	1,380	1,600	1,800	169	160	160	170
Long Lake	1,842	2,100	2,250	2,450	756	900	1,000	1,100	2,510	2,600	2,700	2,700
Loretto	570	690	700	700	225	280	290	300	661	280	300	350
Maple Grove**	50,365	64,500	75,700	84,000	17,532	24,900	30,300	34,000	18,309	32,800	42,900	45,900
Maple Plain	2,088	2,550	2,570	2,600	770	920	950	1,000	1,792	2,350	2,800	3,300
Medicine Lake	368	420	440	470	159	180	190	200	10	60	70	70
Medina	4,005	5,800	9,200	12,700	1,309	2,100	3,240	4,450	3,254	5,500	6,700	7,900
Minneapolis	382,747	402,000	423,000	435,000	162,352	172,000	181,000	187,000	308,127	317,000	332,500	346,500
Minnnetonka	51,102	51,500	51,500	53,500	21,267	22,300	23,100	24,000	51,276	53,800	56,000	58,600
Minnnetonka Beach	614	640	660	660	215	240	240	240	201	210	210	210
Minnnetrista*	4,358	6,600	9,400	13,300	1,505	2,450	3,750	5,300	379	820	1,150	1,330
Mound	9,435	10,400	11,000	11,400	3,982	4,350	4,600	4,800	1,811	1,860	2,020	2,170
New Hope*	20,873	22,200	23,000	23,500	8,665	9,300	9,800	10,200	13,565	13,900	14,500	15,100
Orono	7,538	8,300	9,500	9,800	2,766	3,200	3,950	4,100	1,110	1,230	1,420	1,500
Osseo	2,434	2,600	2,850	3,300	1,035	1,100	1,200	1,400	2,312	2,700	2,950	3,050
Plymouth	65,894	73,000	76,000	78,500	24,820	29,000	31,500	33,500	53,491	59,900	63,400	64,500
Richfield*	34,310	38,300	42,700	47,100	15,073	16,700	18,600	20,500	11,762	17,100	17,600	18,100
Robbinsdale	14,123	15,200	16,600	16,500	6,097	6,500	7,000	7,000	7,109	8,100	8,800	9,600
Rockford (pt)	144	240	470	700	57	100	200	300	384	680	740	840
Rogers	3,588	13,000	14,400	24,200	1,195	4,700	5,200	9,000	4,693	6,000	7,100	15,500
St. Anthony (pt)	5,664	5,900	6,200	6,600	2,402	2,400	2,600	2,800	1,992	2,650	3,100	3,400
St. Bonifacius	1,873	2,850	2,750	2,900	681	1,100	1,100	1,200	436	520	600	700
St. Louis Park	44,102	47,000	49,300	51,500	20,773	22,000	23,000	24,000	40,698	46,200	50,500	52,500
Shorewood*	7,400	7,850	8,000	8,100	2,529	2,750	2,870	2,960	782	990	1,160	1,180
Spring Park	1,717	1,850	2,000	2,100	930	1,000	1,080	1,130	1,028	1,330	1,690	1,800
Tonka Bay	1,547	1,800	1,800	1,800	614	750	760	780	266	200	240	280
Wayzata	4,113	4,300	4,500	4,700	1,929	2,100	2,200	2,200	6,268	6,200	6,400	6,600
Woodland	480	500	530	510	173	180	200	200	22	0	0	0
HENNEPIN COUNTY	1,116,206	1,217,330	1,312,430	1,387,900	456,131	506,050	551,280	586,840	877,346	970,090	1,045,610	1,105,230
RAMSEY COUNTY	511,035	547,700	571,260	600,500	201,236	219,170	231,820	246,940	333,305	372,630	405,030	430,090
SCOTT COUNTY	89,498	146,340	186,800	221,770	30,692	53,610	71,800	86,990	34,931	42,310	49,730	56,190
WASHINGTON COUNTY	201,130	258,542	316,083	365,590	71,462	97,749	122,764	145,527	67,649	88,060	110,740	129,700
METRO AREA TOTAL	2,642,062	3,005,000	3,334,000	3,608,000	1,021,456	1,198,000	1,362,000	1,492,000	1,606,263	1,816,000	1,990,000	2,126,000

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CHAPTER E REVISED FORECASTS

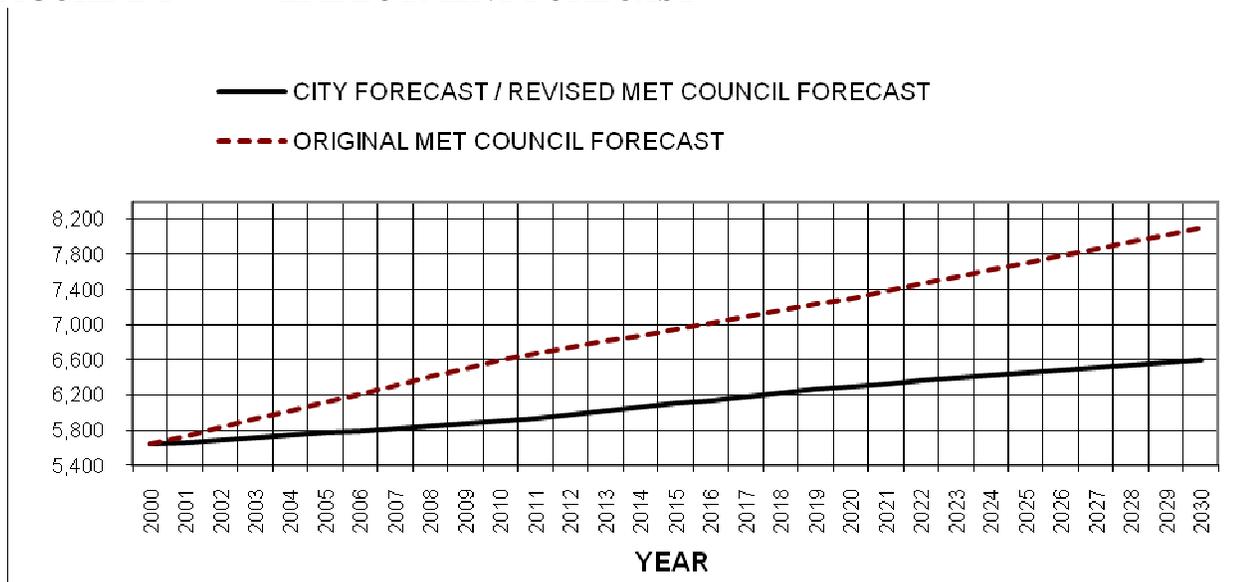
EMPLOYMENT

Metropolitan Council originally forecast a net gain of 962 jobs during 2000-2010, another 700 during 2010-2020 and 800 during 2020-2030, for a total net gain of 2,462 jobs in Crystal during 2000-2030. This forecast was developed prior to major changes to the state’s eminent domain laws in 2006. Cities now have much less legal authority to facilitate redevelopment than in the years prior to 2006. This means that, even if a redevelopment project yielding more employment is (1) financially feasible, (2) appropriate for its physical setting, and (3) supported by the local elected officials and the broader community, the city would in many cases not have the authority to make such a project happen if one or more of the current property owners within the redevelopment site are unwilling to sell. Metropolitan Council has agreed to a more realistic forecast based on city staff knowledge and experience regarding potential job-creating redevelopment opportunities in the city, subject to the legal, financial and time constraints which limit the pace of such redevelopment even if there would be unlimited market demand. The revised forecast is for a net increase of 262 jobs in 2000-2010, 400 jobs in 2010-2020 and 300 jobs in 2020-2030, for a total net gain of 962 jobs during 2000-2030.

TABLE E-1 EMPLOYMENT FORECAST

EMPLOYMENT	2000	2010	2020	2030
CITY FORECAST / REVISED MET COUNCIL FORECAST	5,638	5,900	6,300	6,600
ORIGINAL MET COUNCIL FORECAST	5,638	6,600	7,300	8,100

FIGURE E-1 EMPLOYMENT FORECAST



HOUSEHOLDS

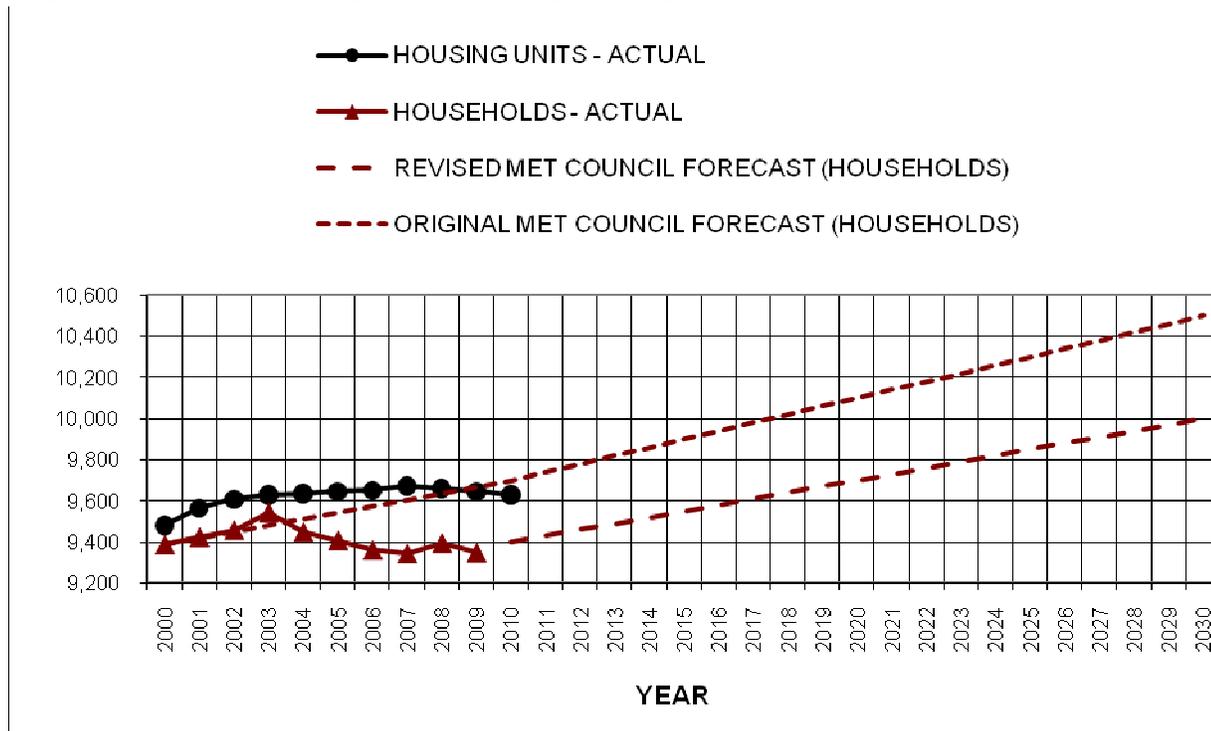
Metropolitan Council originally forecast a net gain of 311 households during 2000-2010, another 400 during 2010-2020 and 400 during 2020-2030, for a total net gain of 1,111 during 2000-2030.

As with employment, this housing forecast was developed prior to major changes to the state’s eminent domain laws in 2006. Cities now have much less legal authority to facilitate redevelopment than in the years prior to 2006. Metropolitan Council has agreed to a more realistic forecast based on an average of actual redevelopment pace during 2000-2010, which probably represent a more realistic pace for a city like Crystal to add housing units. From Jan. 1, 2000 to Jan. 1, 2010, the city had a net increase of 149 housing units, but this would have been higher were it not for the collapse of the housing bubble after 2007 which (1) stopped nearly all development activity in the city and (2) led to the demolition of 26 vacant, foreclosed units. The revised forecast is for a net gain of 311 households by 2020 and 300 more by 2030, for a total net gain of 611 households during 2000-2030. Because the city has already added 149 housing units during 2000-2010, the city needs to add 162 more housing units by 2020 and another 300 by 2030 to accommodate the forecast increase in households.

TABLE E-2 HOUSEHOLDS FORECAST

	2000 (Actual)	2010	2020	2030
REVISED MET COUNCIL FORECAST (HOUSEHOLDS)	9,389	9,400	9,700	10,000
ORIGINAL MET COUNCIL FORECAST (HOUSEHOLDS)	9,389	9,700	10,100	10,500

FIGURE E-2 HOUSEHOLDS FORECAST



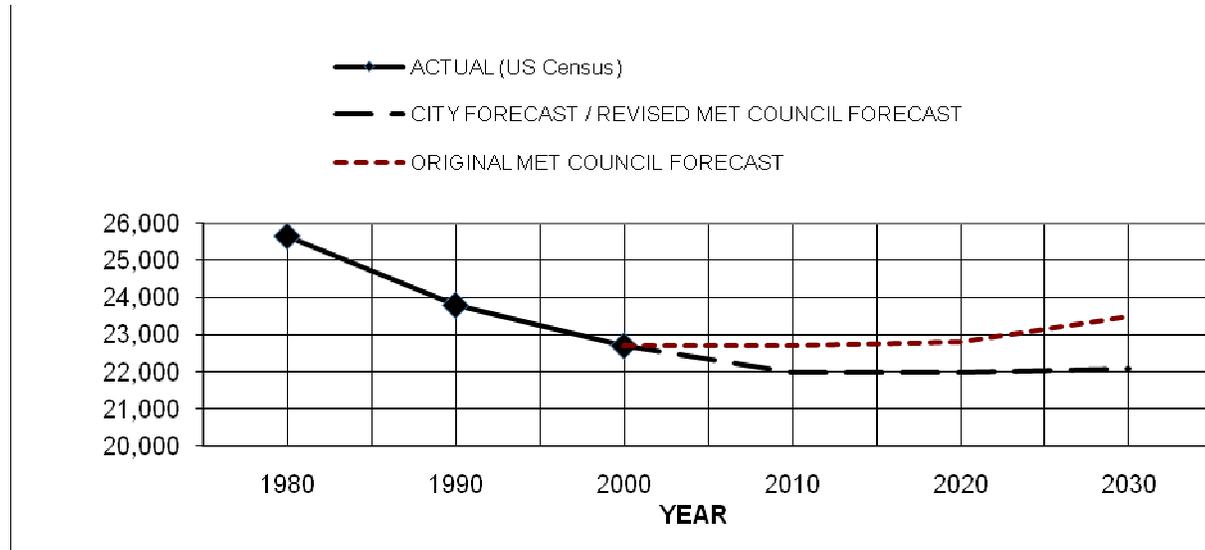
POPULATION

Crystal’s 2000 population was 22,848. For the purposes of this plan it is anticipated to be essentially stable through 2030. Population is tied to housing by three factors: Number of housing units, number of households (housing units that are occupied), and the average number of people in each household. The revised Metropolitan Council forecasts are for 22,000 people in 2010, 22,000 in 2020 and 22,100 in 2030.

TABLE E-3 POPULATION FORECAST

POPULATION	1980	1990	2000	2010	2020	2030
ACTUAL (US Census)	25,643	23,788	22,698			
CITY FORECAST / REVISED MET COUNCIL FORECAST			22,698	22,000	22,000	22,100
ORIGINAL MET COUNCIL FORECAST			22,698	22,700	22,800	23,500

FIGURE E-3 POPULATION FORECAST



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LAND USE

CHAPTER F	LAND USE
CHAPTER G	HOUSING
CHAPTER H	REDEVELOPMENT

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CHAPTER F LAND USE

CHAPTER OVERVIEW

The Land Use chapter's main component is the 2030 Planned Land Use Map, which is the primary basis for the city's zoning map. In this chapter, actual land use in 2000 and 2010 are contrasted with the 2030 Planned Land Use Map.

LAND USE CATEGORIES

- Low Density Residential. Not less than 1 unit per acre nor more than 5 units per acre. (For new development, this plan assumes an average density of 4 units per acre.)
- Medium Density Residential. Not less than 3 units per acre nor more than 12 units per acre. (For new development, this plan assumes an average density of 10 units per acre.)
- High Density Residential. Not less than 10 units per acre nor more than 22 units per acre. (For new development, this plan assumes an average density of 20 units per acre.)
- Neighborhood Commercial. Small-scale commercial uses embedded within or adjacent to residential areas.
- General Commercial. Retail, offices, restaurants, and some automobile-oriented businesses (on certain corridors designated in the Zoning Ordinance).
- Industrial. Manufacturing, storage, and some automobile-oriented businesses (on certain corridors designated in the Zoning Ordinance).
- Public Institutional (Low Density Residential). If the existing public or institutional use is redeveloped, then the site would be guided Low Density Residential.
- Public Institutional (High Density Residential). If the existing public or institutional use is redeveloped, then the site would be guided High Density Residential.
- Public Institutional (General Commercial). If the existing public or institutional use is redeveloped, then the site would be guided General Commercial.
- Public Institutional (Park). If the existing public or institutional use is redeveloped, then the site would be guided Park.
- Park. Includes both active and passive outdoor recreation.
- Other Undeveloped (Low Density Residential). These are currently undeveloped sites which, if developed, would be guided for Low Density Residential use.

- Other Undeveloped (Industrial). These are currently undeveloped sites which, if developed, would be guided for Industrial use.
- Railroad. Property owned by Canadian Pacific or Burlington Northern Santa Fe for their respective railroad tracks and related facilities.
- Roadway Right-of-Way. This category includes not only right-of-way dedicated by plat or easement, but also parcels used for right-of-way purposes.
- Airport. Property owned by Metropolitan Airports Commission for the operation of the Crystal Airport. In the event that all or part of the airport is developed for non-aeronautical uses, a Comprehensive Plan Amendment would be required.

SUMMARY OF FINDINGS AND SIGNIFICANT CHANGES FROM PREVIOUS PLAN

- A. For most property in the city, the proposed new 2030 Planned Land Use map would not differ dramatically from the one currently in effect. It is also generally consistent with the existing zoning map. Density guidelines for each residential land use classification would continue as follows:
 1. Low Density Residential shall not exceed 5 dwelling units per gross acre.
 2. Medium Density Residential shall not exceed 12 dwelling units per gross acre.
 3. High Density Residential shall not exceed 22 dwelling units per gross acre.
 4. These density guidelines may be exceeded by 10% as part of the Planned Development rezoning process if the City Council finds that the development would provide extraordinary benefit to the community or the site has extraordinary characteristics that make development difficult.
 5. For the purposes of this plan, the terms “gross acre” and “net acre” may be used interchangeably because the city is fully developed and likely redevelopment sites are already served by streets and other public facilities necessary for redevelopment to occur.
- B. However properties are guided on the 2030 Planned Land Use Map, existing lawful uses may continue indefinitely (“grandfathered in”).
- C. Some existing fully developed sites may be redeveloped by 2030 for new, more intensive uses, depending on market conditions and owners’ willingness to sell. In some cases, such redevelopment may be for a different land use than shown on the 2030 Planned Land Use Map. One hypothetical example would be a failing shopping center being demolished and the site redeveloped for senior housing. However, since the state’s eminent domain laws were changed in 2006, cities no longer have the authority to force this type of redevelopment to occur. It is therefore impossible to know where or when such redevelopment will occur. For this reason, the 2030 Planned Land Use Map does not try to anticipate specific new uses upon redevelopment of existing fully developed sites. Instead, more specific master planning for each redevelopment area would occur if an actual project emerges, and if necessary, amendments to the 2030 Planned Land Use Map would be considered at that time.
- D. Areas used for institutional, park or other similar uses will be shown as a hybrid of their existing use and the appropriate future use in case they are ever redeveloped. This will assist the city in determining the appropriate zoning classification for these properties.

- E. Two of the current plan’s mixed use areas (“West Broadway-Highway 81” and “Town Center”) would be supplanted by land use guidance more consistent with current uses and realistic near-term redevelopment potential.
- F. All residential parcels along Bass Lake Road east of Bottineau Boulevard will be guided Low Density Residential.
- G. Commercial parcels east of the VFW on Bass Lake Road would be guided Low Density Residential.
- H. Areas along Douglas Drive and Highway 100 from 36th south to the Golden Valley border are shown in a manner consistent with the outcome of the corridor task forces that have looked at those areas during the past several years, with one exception: The excess MnDOT parcel at the northwest corner of Hwy 100 and 36th Avenue, presently guided for Medium Density Residential, would instead be guided for Neighborhood Commercial.

RESOURCE PROTECTION ITEMS RELATED TO LAND USE

- A. Historic Sites. There are no properties in Crystal listed on the National Register of Historic Places. The State Historic Preservation Office’s History/Architecture Inventory indicates that within Crystal there are eight buildings which are 100 years of age or older:
 - 7009 60th (Josiah Dutton house) – 1853
 - 4816 Quail (Schaefer house) – 1874
 - 3908 Douglas Dr (Gaulke farmhouse) – 1880
 - 4328 Douglas Dr (house) – 1890
 - 4817 Douglas Dr (house) – pre 1900
 - 4804 Lakeland (house) – pre 1900
 - 5423 Twin Lake Terrace (William Zirbe house) – 1910
 - 3429 Major (house) – 1910

All of these houses are currently in private ownership. The homeowners will necessarily make the decisions regarding preservation of these buildings. The city requires that buildings be maintained and provides incentives for home improvements.
- B. Solar Access. The Zoning Ordinance contains an explicit declaration allowing variances which are necessary for solar energy systems to have access to direct sunlight.
- C. Aggregate Deposits. Information Circular #46 from the Minnesota Geological Survey indicates that there are no natural aggregate deposits in Crystal.

SPECIAL AREA PLANS APPROVED BY THE CITY COUNCIL

A. Former CPRR property west of Douglas Drive and north of the CPRR tracks.

The area subject to this Special Area Plan is shown on Figure F-3 (2030 Planned Land Use Map). No plat approval, rezoning, conditional use permit, site plan approval, or other similar city approval shall be granted by the City Council for any structure, use or subdivision of land in this area unless it is fully consistent with the following guidelines:

1. The area is guided Industrial in the 2030 Planned Land Use map, except for the eastern end which is guided Community Commercial. If multiple uses are proposed for the property, then upon rezoning the boundary between the C-2 Community Commercial and I-1 Light Industrial districts shall generally reflect the boundary shown in the 2030 Planned Land Use map, with some reasonable variation granted at the discretion of the Council.
2. If parts of the new parcel are to be owned by separate businesses as quasi-private properties, then the new parcel must be platted and rezoned into a planned development (PD) overlaid on the C-2 Community Commercial and I-1 Light Industrial zoning districts. Each quasi-private property shall be clearly defined as a parcel on the plat, plus common property containing access drives, landscape areas, drainage facilities, utilities, and similar improvements. The planned development must also include provisions for an association of the private owners to collectively own and maintain the common property.
3. Any expansion of existing uses or redevelopment of the subject property shall be compatible with adjacent land uses, including but not limited to issues of traffic, parking, noise, hours of operation, buffering, screening, impervious coverage, building size, form and materials. The City Council may deny such expansion or redevelopment if it determines that the expansion or redevelopment is incompatible with adjacent land uses.
4. Due to access limitations and the embedded nature of the site, customer-intensive commercial uses such as retail or medical office may not be appropriate unless they are located on the eastern end of the site with direct visibility and clear access to Douglas Drive.
5. The Zoning Ordinance and Comprehensive Plan limit automobile-related businesses and similar uses to certain designated corridors within the city. The subject property is not within one of these corridors. Therefore the following uses are not permitted on the subject property: car washes and detailing shops; fueling stations; motor/recreational vehicle repair; motor/recreational vehicle sales, leasing or rental.
6. All of the normally applicable standards, requirements and regulations shall apply, including but not limited to city code sections 505 (subdivision regulations), 515.13 (performance standards), 515.17 (parking), 515.49 (C-2 district regulations), 515.53 (I-1 district regulations), 515.57 (PD district regulations), 520 (site and building plan review), and 530 (stormwater management).
7. Variances from normally applicable dimensional requirements, such as setbacks, may be appropriate due to the narrow width of the site, its odd configuration, and its odd history, provided the three-part undue hardship test found in city code 515.05 Subd. 2 a) can be met.
8. No building's height shall exceed any of the following: 3 stories, 40 feet, or the building's setback from the east, west or north boundaries of the property.
9. Vehicular access shall only occur directly to and from Douglas Drive. No application shall be approved with access at Idaho Avenue.
10. Due to the long, narrow, isolated and embedded character of the site, adequate lighting of access drives and similar areas must be provided to protect public safety.
11. Due to the long, narrow, isolated and embedded character of the site, adequate fire protection is essential to protect public safety.
12. The City reserves the right to deny any application for expansion of existing uses or redevelopment of the subject property that it determines to be incompatible with these guidelines or any other part of the Comprehensive Plan. The City Council also reserves the right to impose

conditions of approval for any such application that it determines to be necessary to ensure compatibility with these guidelines or any other part of the Comprehensive Plan.

Absent such approval by the City Council, existing lawful nonconforming uses may continue in their present form and extent subject to the provisions of City Code Section 515.01 Subd. 8 regarding nonconforming uses.

- B. Douglas Drive between 36th and 27th Avenues. The area subject to this Special Area Plan is shown on Figure F-3 (2030 Planned Land Use Map). No plat approval, rezoning, conditional use permit, site plan approval, or other similar city approval shall be granted by the City Council for any structure, use or subdivision of land in this area unless it is fully consistent with the following guidelines:
1. Development shall be consistent with the density limits established for the residential uses shown on the 2030 Planned Land Use map. If a development site includes areas guided for different densities, the developer may request that the city average the guided density on a pro-rated basis over the entire site. However, the city may require the developer to conform to each guided density instead of a pro-rated average.
 2. Development shall not reduce the development potential of other parcels by impeding access or leaving undeveloped any adjacent small, isolated, difficult-to-develop parcels.
 3. Development shall include additional right-of-way for Douglas Drive or other public streets as necessary to preserve and enhance the transportation system.
 4. Development shall preserve an open space corridor along Bassett Creek for the purposes of flood prevention, open space preservation and a possible future public trail.
 5. Development shall be compatible with adjacent land uses and systems, including but not limited to issues of traffic, parking, noise, buffering, screening, impervious coverage, building size, form and materials. The preferred residential development style would be townhomes or similar structures where each unit has a private entrance instead of apartment-style buildings where residents share a common entrance.
 6. Certain office-type commercial uses may be compatible in areas guided Medium Density Residential or High Density Residential adjacent to Douglas Drive. In no event shall a commercial use be permitted that is found to be incompatible with adjacent land uses.
 7. The city reserves the right to deny any application for development that it determines to be incompatible with these guiding principles or any other part of the Comprehensive Plan.
- C. Cavanagh School Site. The following requirements are imposed to reflect the unique historical and geographic setting of the property in general and the school site in particular:
1. The term "School Site" means the block bounded by Lakeland, Quail, Corvallis and 51st Avenues except that portion east of Cavanagh School's east parking lot.
 2. If the school site is redeveloped for high density residential use then no development shall be permitted on the rest of the property and it shall only be used for public park and open space.
 3. Due to the school site being embedded in a low density residential neighborhood, rezoning to high density residential shall only occur for age-restricted housing defined as age 55 and older.
 4. Because such age-restricted housing tends to have fewer traffic impacts than housing available to the general public, the maximum density for redevelopment of the school site is 30 dwelling units per acre of the school site, or 130 units total, whichever is less.
 5. To utilize the existing transportation infrastructure, motor vehicle access to any high density residential use shall only be from 51st Avenue and Lakeland Avenue.
 6. Care should be taken in the rezoning and site planning process to integrate the redeveloped school site into adjacent public trails and sidewalks as well as the park and open space comprising the east half of the property.

**LAND USE CHANGES TO ACCOMMODATE DEVELOPMENT BY 2030
BASED ONLY ON THE 2030 PLANNED LAND USE MAP**

During 2000-2010 the city had a net gain of 149 housing units.

Table F-1 represents the natural, market-driven development of land in accordance with the 2030 Planned Land Use Map (Figure F-3), assuming little or no additional land use changes, government facilitation or public financial assistance to encourage redevelopment. This should be considered the baseline for land use changes from 2010-2030. The baseline would generally rely on market forces to develop existing vacant or underutilized parcels, without significant redevelopment of existing fully developed uses. The estimated increase resulting from the baseline land use changes would be 192 housing units from 2010-2030, comprised of the following:

+30 units	30 lots currently available for construction of new single family houses (previous houses were demolished since January 1, 2000)
+ 2 units	0.56 acres of new LDR at an assumed average of 4 units/acre
+ 160 units	15.98 acres of new MDR at an assumed average of 10 units/acre

Therefore, of the 611 new housing units needed from 2000-2030:

- 149 have already been built (as of January 1, 2010);
- 192 will be built by 2030 based on the Planned Land Use Map;
- 270 will be built due to redevelopment that is not shown on the 2030 Planned Land Use Map.

TABLE F-1

**LAND USE – 2000 ACTUAL, 2010 ACTUAL AND 2030 PLANNED
BASED ONLY ON 2030 PLANNED LAND USE MAP**

LAND USE TABLE IN 5-YEAR STAGES

Based ONLY on 2030 Planned Land Use Map

Existing and Planned Land Use Table (in acres)

Within Urban Service Area	Allowed Density Range Housing Units/Acre		Land Area Existing	Land Area Existing	Land Area Planned	Land Area Planned	Land Area Planned	Land Area Planned	Actual Change	Planned Change	Total Change
	Minimum	Maximum	2000	2010	2015	2020	2025	2030	2000-2010	2010-2030	2000-2030
Residential Land Uses											
Low Density Residential	1	5	1,754.08	1,767.64	1,767.60	1,767.80	1,768.00	1,768.20	13.56	0.56	14.12
Medium Density Residential	3	12	25.36	27.87	31.87	35.86	39.86	43.85	2.51	15.98	18.49
High Density Residential	10	22	86.37	91.27	91.27	91.27	91.27	91.27	4.90	0.00	4.90
C/I Land Uses											
Neighborhood Commercial			13.59	13.59	13.49	13.39	13.29	13.19	0.00	-0.40	-0.40
General Commercial			135.31	135.56	135.29	135.03	134.76	134.49	0.25	-1.07	-0.82
Industrial			87.87	91.15	93.56	95.98	98.39	100.80	3.28	9.65	12.93
Public/Semi Public Land Uses											
Public Institutional (LDR)			98.54	93.66	93.66	93.66	93.66	93.66	-4.88	0.00	-4.88
Public Institutional (HDR)			2.66	2.66	2.66	2.66	2.66	2.66	0.00	0.00	0.00
Public Institutional (Gen Comm)			1.04	1.04	1.04	1.04	1.04	1.04	0.00	0.00	0.00
Public Institutional (Park)			25.40	25.44	25.44	25.44	25.44	25.44	0.04	0.00	0.04
Park			182.74	195.56	195.88	196.21	196.53	196.85	12.82	1.29	14.11
Other Undeveloped (LDR)			143.51	112.40	114.41	107.84	101.28	94.72	-31.11	-17.68	-48.79
Other Undeveloped (I)			2.99	2.99	2.99	2.99	2.99	2.99	0.00	0.00	0.00
Railroad			48.90	47.48	47.48	47.48	47.48	47.48	-1.42	0.00	-1.42
Roadway Right of Way			753.73	753.78	745.41	745.41	745.41	745.41	0.05	-8.37	-8.32
Airport			334.46	334.46	334.50	334.50	334.50	334.50	0.00	0.04	0.04
TOTAL (all sewered; there are no unsewered areas in Crystal)			3,696.55	3,696.55	3,696.55	3,696.55	3,696.55	3,696.55	0.00	0.00	0.00

**LAND USE CHANGES TO ACCOMMODATE DEVELOPMENT BY 2030
BASED ON THE 2030 PLANNED LAND USE MAP
PLUS REDEVELOPEMT OF EXISTING FULLY DEVELOPED SITES**

It is expected that redevelopment of some existing land uses will occur in addition to the land use changes anticipated in the 2030 Planned Land Use Map. Specific redevelopment locations cannot be determined because they will be driven by market forces and owners' willingness to sell during the next 20 years. Chapter H – Redevelopment identifies 23 potential redevelopment areas in the city. It is unknown, and unknowable, which of these sites will end up being redeveloped for different, more intensive uses by 2030. Cities no longer have the eminent domain authority to force redevelopment to occur at specific locations, and as a result, it is impossible to identify which among these 23 sites are likely to be redeveloped by 2030.

Redevelopment of even a small share of these potential redevelopment areas would create enough additional housing units to meet the 2030 forecast. Table F-2 illustrates this with eight examples of potential redevelopment projects that would require amendments to the 2030 Planned Land Use Map, and which, while not specifically planned at this time, could plausibly occur between now and 2030:

TABLE F-2 HYPOTHETICAL EXAMPLES OF POTENTIAL HIGH DENSITY RESIDENTIAL REDEVELOPMENT PROJECTS

POTENTIAL REDEVEL AREA #	GENERAL DESCRIPTION	ADDRESS	ACRES	PLANNED LAND USE SHOWN ON 2030 MAP	UNITS
6	Thriftway block	5717 West Bdwy	6.14	Gen Comm	123
8 (part)	MN Grinding/Steen Eng	5400 Douglas	10.97	Industrial	219
14	Cavanagh (west half only)	5400 Corvallis	4.11	Public Inst	82
15 (part)	DSMI block	4947 West Bdwy	5.30	Gen Comm	106
15 (part)	Qwest	4700 Welcome	4.98	Industrial	100
16 (part)	42nd (S side E of Colorado)	6001-6129 42nd	3.07	Gen Comm	61
20 (part)	Douglas (W side S of 36th)	35xx Douglas	3.19	Nhood Comm	64
23 (part)	36th & Noble (SW corner)	47xx 36th	1.90	Nhood Comm	38
TOTAL ESTIMATED UNITS IF THESE SITES WERE ALL REDEVELOPED FOR HIGH DENSITY RESIDENTIAL:					793

It is important to note that the city is not designating these sites for any specific redevelopment at this time. These are merely examples to show that redevelopment of only a small fraction of the 23 potential redevelopment areas identified in this plan would meet or exceed the need for additional housing units to accommodate the 2030 household forecast. Actual redevelopment of these sites would require amendment of the 2030 Planned Land Use Map and would be driven by the desires of the property owners, economic and market conditions, community input and other factors.

For the purposes of this plan, in addition to the acreages shown in Table F-1, redevelopment of existing commercial and industrial uses is expected to yield 13.5 acres of additional High Density Residential development by 2030. It is anticipated that 50% of this acreage would result from redevelopment of existing commercial uses, 25% from existing industrial uses and 25% from existing public/institutional uses. This would yield 270 additional housing units during 2010-2030 which, when combined with the 192 units resulting from the baseline land use changes during 2010-2030 and the 149 units already added in 2000-2010, would accommodate the forecast for 611 additional households by 2030.

Please see Table F-3 for land use acreage in 5 year stages with this additional 13.5 acres of High Density Residential included to meet the 2030 household forecast.

TABLE F-3

LAND USE – 2000 ACTUAL, 2010 ACTUAL AND 2030 PLANNED - BASED ON 2030 PLANNED LAND USE PLUS REDEVELOPMENT OF EXISTING FULLY DEVELOPED SITES

LAND USE TABLE IN 5-YEAR STAGES

2030 Planned Land Use Map + Additional Redevelopment

Existing and Planned Land Use Table (in acres)

Within Urban Service Area	Allowed Density Range Housing Units/Acre		Land Area Existing	Land Area Existing	Land Area Planned	Land Area Planned	Land Area Planned	Land Area Planned	Actual Change	Planned Change	Total Change
	Minimum	Maximum	2000	2010	2015	2020	2025	2030	2000-2010	2010-2030	2000-2030
Residential Land Uses											
Low Density Residential	1	5	1,754.08	1,767.64	1,767.60	1,767.80	1,768.00	1,768.20	13.56	0.56	14.12
Medium Density Residential	3	12	25.36	27.87	31.87	35.86	39.86	43.85	2.51	15.98	18.49
High Density Residential	10	22	86.37	91.27	94.65	98.02	101.40	104.77	4.90	13.50	18.40
C/I Land Uses											
Neighborhood Commercial			13.59	13.59	13.49	13.39	13.29	13.19	0.00	-0.40	-0.40
General Commercial			135.31	135.56	133.61	131.65	129.70	127.74	0.25	-7.82	-7.57
Industrial			87.87	91.15	92.72	94.29	95.86	97.43	3.28	6.27	9.55
Public/Semi Public Land Uses											
Public Institutional (LDR)			98.54	93.66	92.82	91.97	91.13	90.29	-4.88	-3.38	-8.26
Public Institutional (HDR)			2.66	2.66	2.66	2.66	2.66	2.66	0.00	0.00	0.00
Public Institutional (Gen Comm)			1.04	1.04	1.04	1.04	1.04	1.04	0.00	0.00	0.00
Public Institutional (Park)			25.40	25.44	25.44	25.44	25.44	25.44	0.04	0.00	0.04
Park			182.74	195.56	195.88	196.21	196.53	196.85	12.82	1.29	14.11
Other Undeveloped (LDR)			143.51	112.40	114.41	107.84	101.28	94.72	-31.11	-17.68	-48.79
Other Undeveloped (I)			2.99	2.99	2.99	2.99	2.99	2.99	0.00	0.00	0.00
Railroad			48.90	47.48	47.48	47.48	47.48	47.48	-1.42	0.00	-1.42
Roadway Right of Way			753.73	753.78	745.41	745.41	745.41	745.41	0.05	-8.37	-8.32
Airport			334.46	334.46	334.50	334.50	334.50	334.50	0.00	0.04	0.04
TOTAL (all sewered; there are no unsewered areas in Crystal)			3,696.55	3,696.55	3,696.55	3,696.55	3,696.55	3,696.55	0.00	0.00	0.00

FIGURE F-1(a)

2000 EXISTING LAND USE (NORTH HALF)

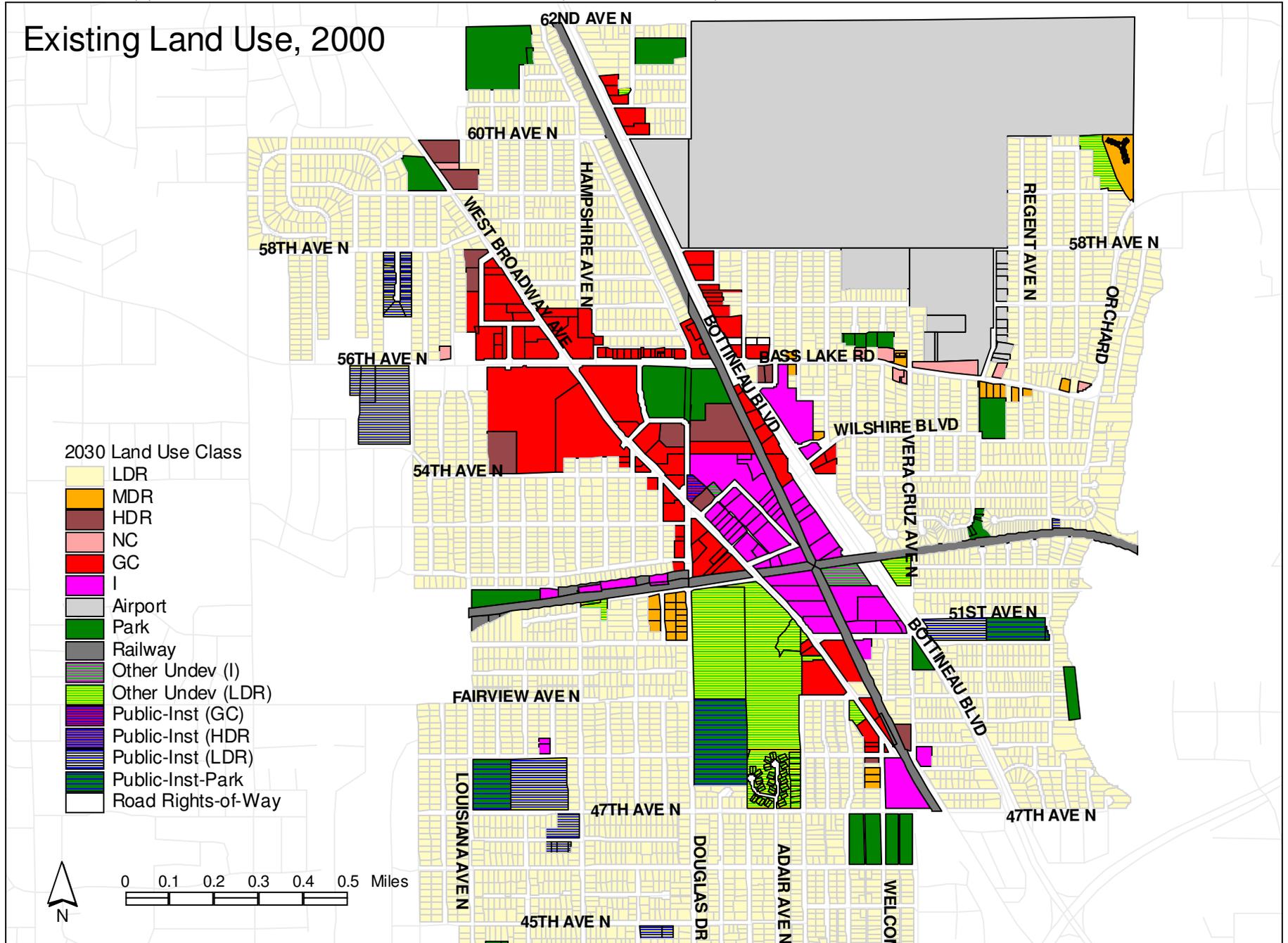


FIGURE F-1(b)

2000 EXISTING LAND USE (SOUTH HALF)

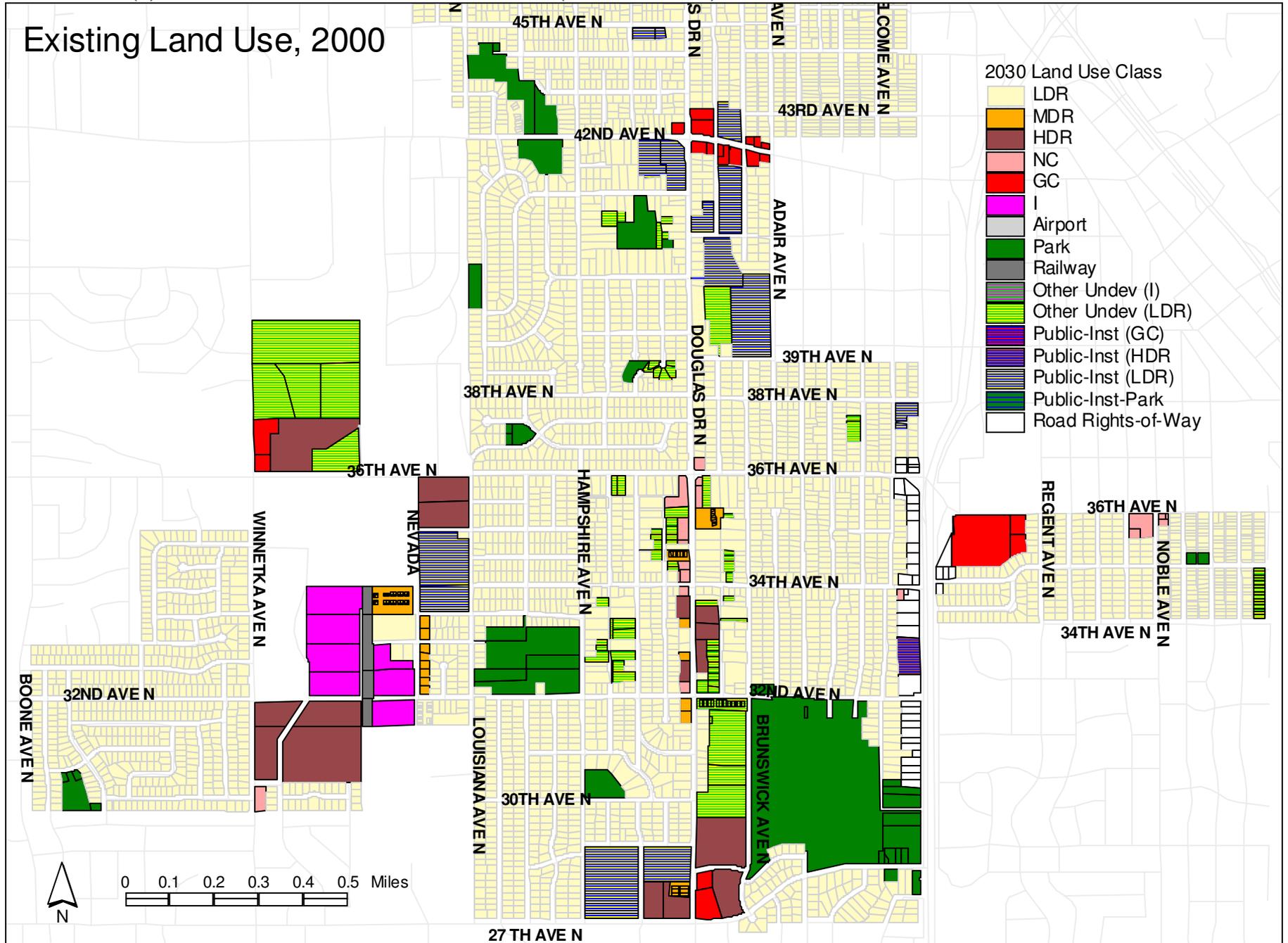


FIGURE F-2(a)

2010 EXISTING LAND USE (NORTH HALF)

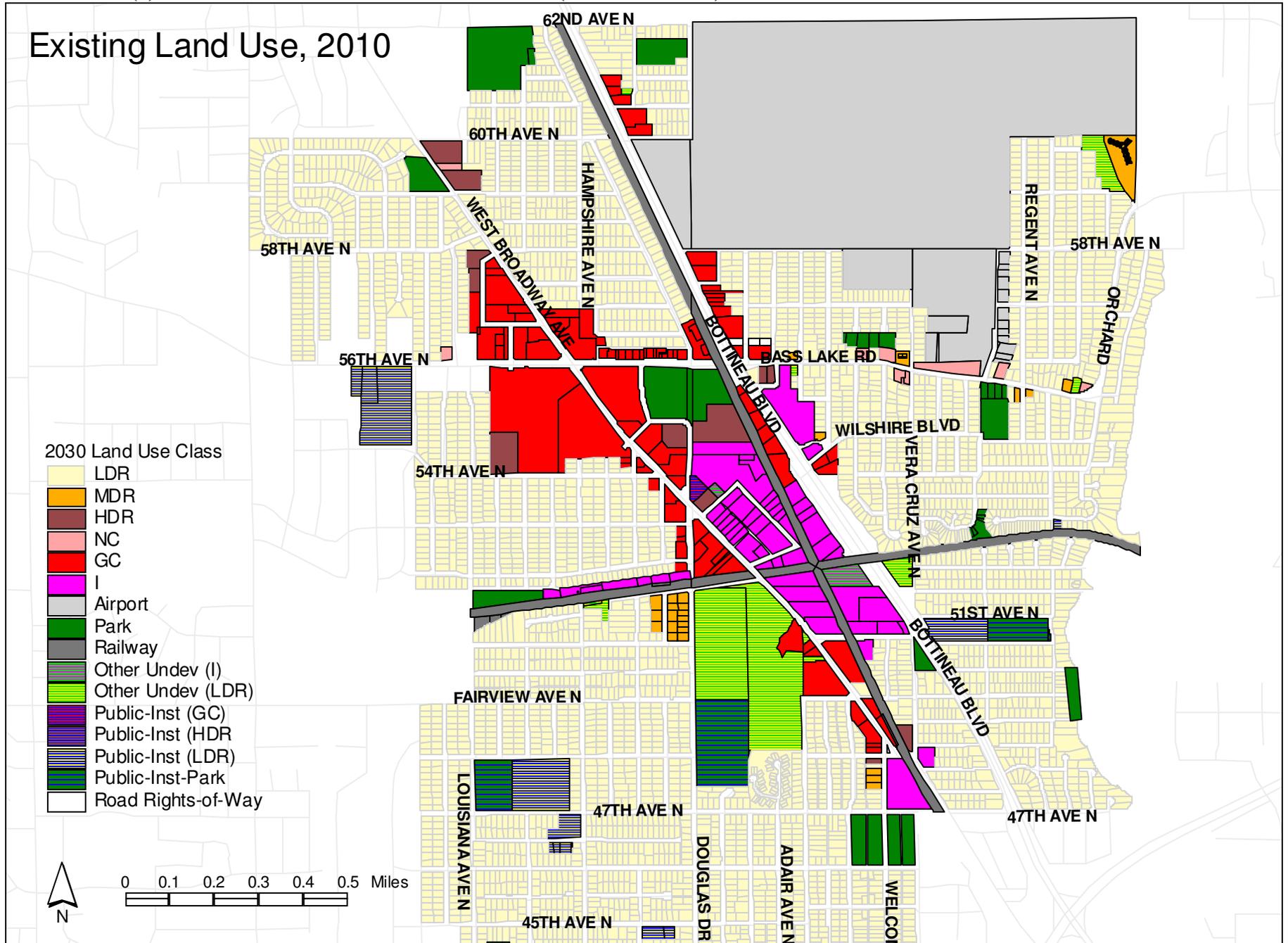


FIGURE F-2(b)

2010 EXISTING LAND USE (SOUTH HALF)

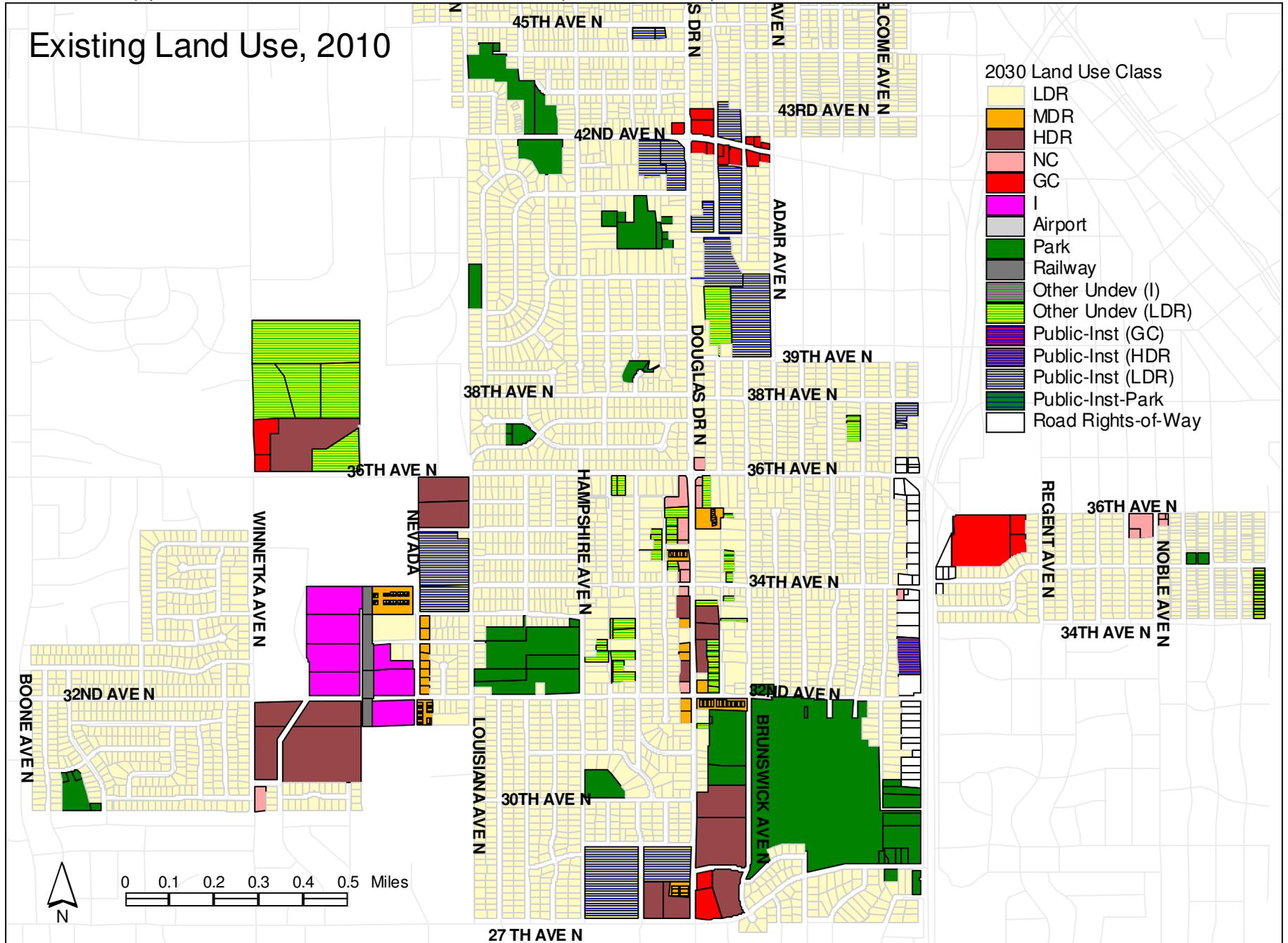


FIGURE F-3(a)

2030 PLANNED LAND USE (NORTH HALF)

Planned Land Use, 2030

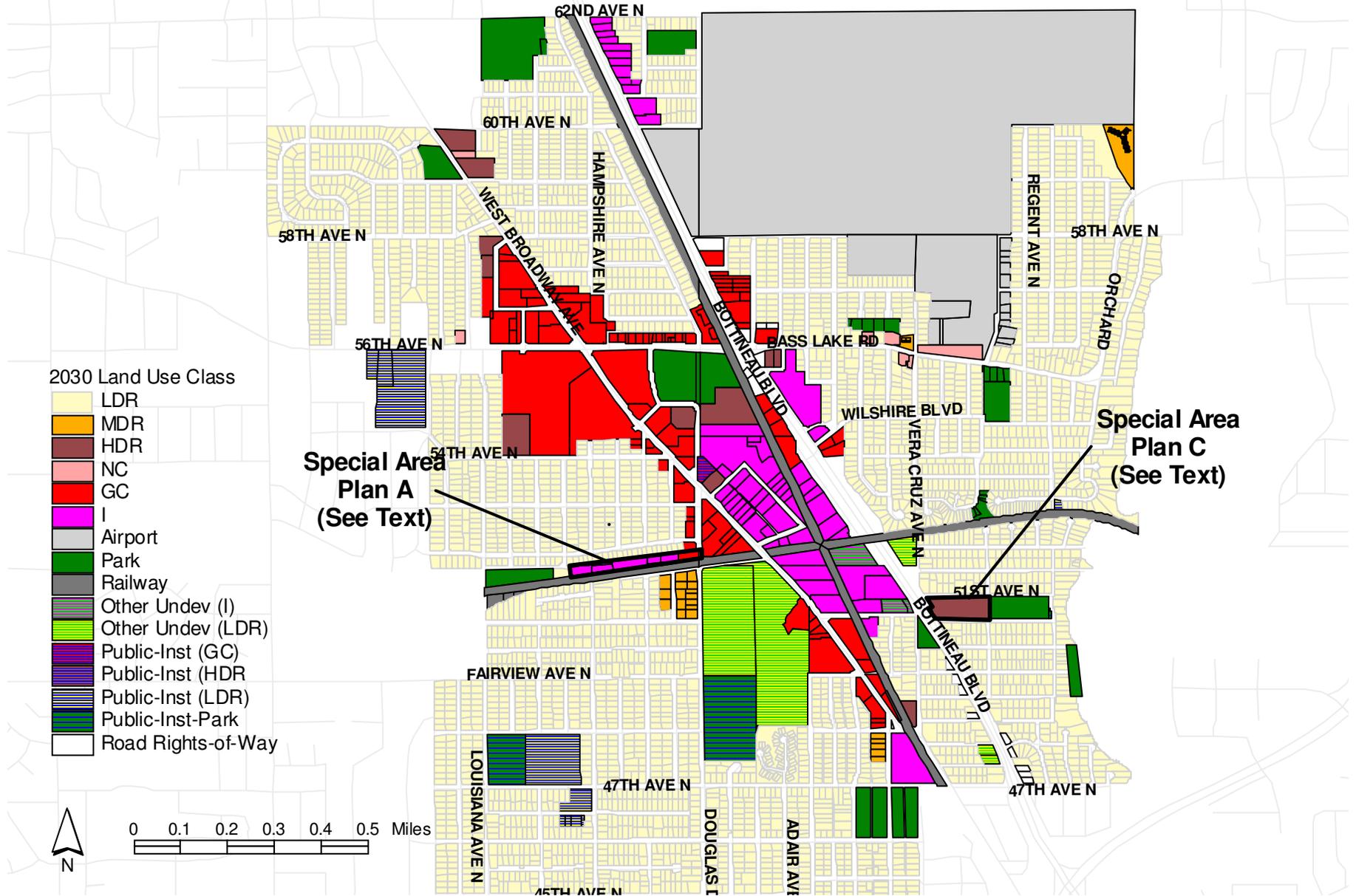
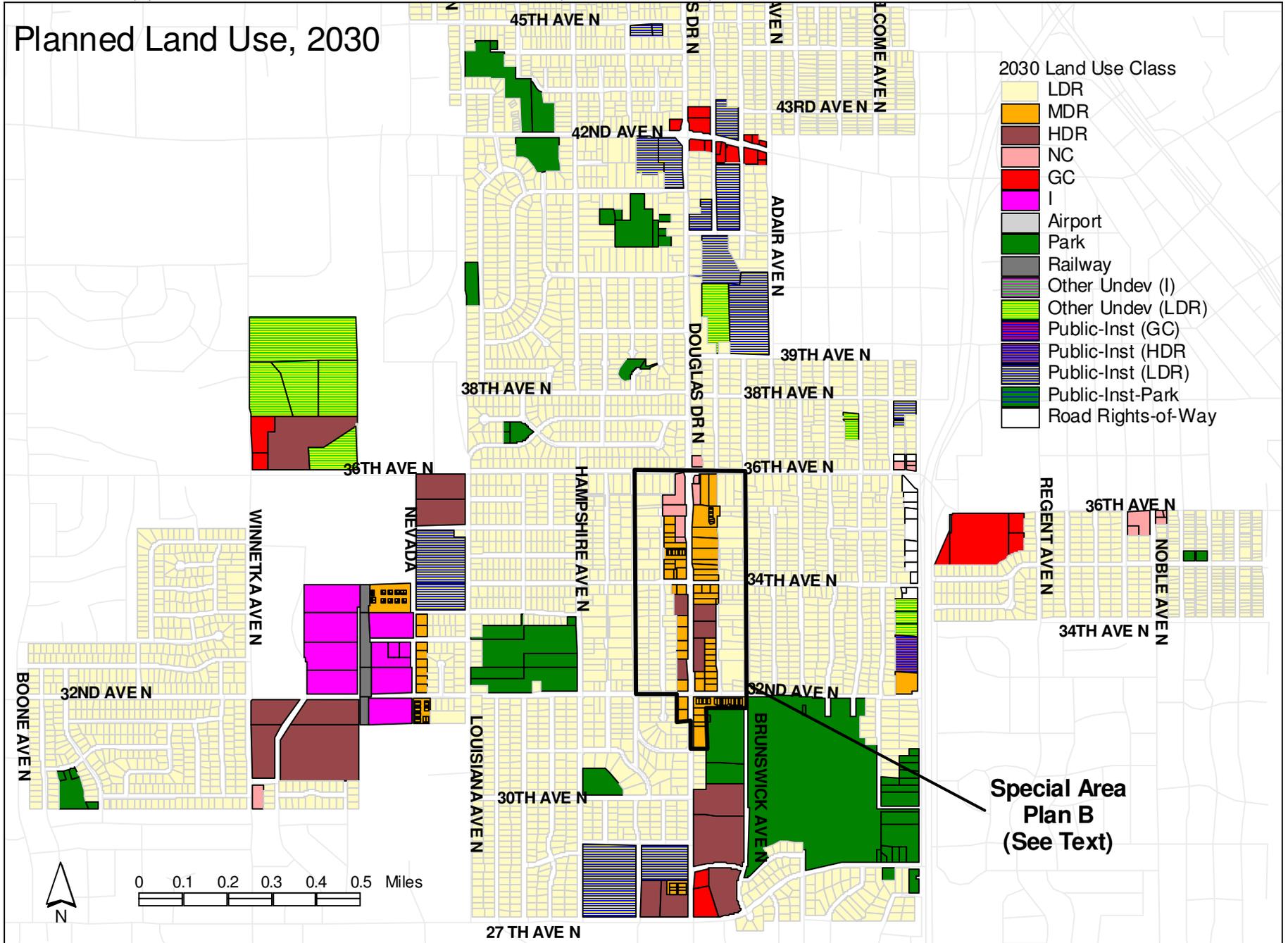


FIGURE F-3(b)

2030 PLANNED LAND USE (SOUTH HALF)



PUBLIC COMMENT RECEIVED
(Comments presented as written, without correction.)

COMMENT CARD SUMMARY FROM OPEN HOUSE #1 (November 15, 2007):

- 39th Douglas Drive? Concerned about Frank Gaulkes property – Houses – Apts – Commercial Zoning ETC. Traffic Etc.
- If and when property is developed by sound wall behind Welcome or 32nd to 30th, I hope mistake of townhomes on 32nd off Douglas will not be repeated.
- I am unhappy with townhouses at 32nd off Douglas Drive. I think they should have faced south toward green area with garages on 32nd. They have not sold well and I think design was not the best for the area.
- I do have a specific concern about my particular neighborhood – hence the 4 red dots on 36th and Welcome! The vacant lot on the north east corner of the intersection is still zoned medium density, despite requests at the meeting to make it low density. We have lived here many years and tolerated all the construction without complaint. We now live on a corner, we're not too happy about that. We'd like to see houses next door, not townhouses and certainly not an apartment building! We could have lived elsewhere if we wanted that. Crystal is a nice cozy neighborhood, we'd like that to continue so we can continue to live here. Thank you!
- No additional high density or medium density housing in Crystal! NO – NO – NO
- I read the Comp. Plan Udate over and over and I repeatedly see medium and high density housing suggested. The more of this type of housing that is allowed in the city the higher the crime rate will be. This is a fact. Single Family residential breeds community!
- In a number of areas there was mention of possible high density housing. I am very concerned about what affect high density housing can have on a city. Please look at the problems in Brooklyn Center and especially in Brooklyn Park before bringing more of this type of housing to Crystal.

COMMENT CARD SUMMARY FROM OPEN HOUSE #2 (April 17, 2008):

- Crystal would be even better, if it would divest itself of the high density housing.

COMMENTS RECEIVED VIA EMAIL:

- November 27, 2007: Please consider the impact that building more townhouses or closer built homes has on the need to have more police, sometimes people just do not get along in closer quarters.

CHAPTER G HOUSING

CHAPTER OVERVIEW

The Housing chapter describes the current housing types found in the city and forecasts changes in the number of housing units and population for the planning period (through 2030). It also contains the city's goals and policies related to housing preservation and new development.

The 1997 housing market study that was included in the 2000 Comprehensive Plan probably overstated the city's power to effect change in a market that is largely driven by regional and national economic and demographic trends far beyond the city's control. For this reason, this updated plan does not attempt to forecast market demand for specific types or styles of housing. Instead, this plan contains goals and policies designed to preserve the bulk of the city's existing, relatively affordable housing stock while encouraging development of additional housing to meet needs not addressed by the city's existing housing stock.

The city has three classifications for residential development:

- Low Density Residential. Up to 5 units per acre. (For new development, this plan assumes an average density of 4 units per acre.)
- Medium Density Residential. Up to 12 units per acre. (For new development, this plan assumes an average density of 10 units per acre.)
- High Density Residential. Up to 22 units per acre. (For new development, this plan assumes an average density of 20 units per acre.)

GOALS

1. Preserve most of the city's existing single family detached houses. 75% of the city's housing units are detached single family houses, and these are relatively affordable when compared to houses in other suburbs in the Twin Cities metropolitan region. The vast majority of the city's existing houses will remain, so preservation is critically important. Preservation activities may include not only repairs and maintenance but also major renovations and additions that significantly transform and update an existing house.
2. Preserve most of the city's other housing types, such as townhouses, duplexes and apartments, and also seek opportunities to eliminate blighted, structurally substandard, functionally obsolete or lawfully nonconforming properties.
3. Increase the availability of new housing of the type currently underrepresented in Crystal's housing stock, such as move-up single family houses and senior independent living rental or co-op units. This goal recognizes that redevelopment will be controlled and limited by market demand, physical constraints, financial and political realities, and a limited legal environment for the use of eminent domain authority.

4. Metropolitan Council has established the city's share of the region's needed additional affordable housing for 2011-2020 as 87 units. The city expects to meet this need with construction of additional high density housing, whether rental or owner-occupied, for senior citizens of low or moderate incomes. This goal for 2011-2020 is consistent with actual development which occurred from 2000-2010.

POLICIES

1. Continue participation in the Metropolitan Livable Communities Act, including compliance with the 1995 housing goals agreement. Crystal is already meeting the goals contained within that agreement, except for the goal for a 75% owner/ 25% renter mix which will likely be met in due course with the gradual, market-based transition of some of the city's existing single family houses from owner occupancy to renter occupancy.
2. Use regulatory tools to protect life and property, and to preserve the existing housing stock. Regulatory tools to be used include:
 - Housing maintenance compliance inspections prior to sale, including requiring either the seller (prior to closing) or the buyer (after closing) to complete repair orders issued by the city. (Current ongoing program.)
 - Rental licensing and inspections for all property in the city occupied by someone other than the owner. (Current ongoing program.)
 - General code enforcement activities to promote community maintenance and upkeep including enforcement actions necessary to gain compliance with city code. (Current ongoing program.)
3. Provide incentives for preservation of the vast majority of the city's existing single family detached houses, and expand such programs and incentives to the extent funding allows. Specific city-funded programs to be used include:
 - Housing Resource Center, a clearing house for technical and financial assistance related to home improvements. (Current ongoing program.)
 - Home Improvement Incentive Rebates available to both low and middle income households. (Current ongoing program.)
 - Deferred Home Improvement Loans for low income households. (Current ongoing program.)
 - Use available increment from existing TIF districts to provide additional funding for affordable housing activities, mainly preservation of existing houses. (Possible new programs being developed at this time.)
4. Acquire blighted, structurally substandard and functionally obsolete residential property for demolition and replacement with new, move-up houses in accordance with EDA budget parameters, market conditions and other factors. (Current ongoing program.)
5. Work with developers to incorporate the construction of new housing consistent with the city's housing goals into redevelopment projects as appropriate for the physical setting of the redevelopment site. Through this policy, the city intends to achieve its goal for development of at least 87 new affordable units which would likely consist of high density housing for senior citizens of low or moderate incomes. It is likely that such development would occur in one or more of the 23 potential redevelopment areas identified in Chapter H - Redevelopment. Based on the assumed average density of 20 units/acre described at the beginning of this chapter, the affordable housing need could be accommodated on just one or two of these 23 potential

redevelopment sites. The city will continue to work with developers to find appropriate sites for such housing as market conditions dictate.

6. As motor fuel prices and roadway congestion continue to increase, promote Crystal's locational advantage as a first ring suburban community, including its relative proximity to employment concentrations, activity centers and regional attractions.

PUBLIC COMMENT RECEIVED

(Comments presented as written, without correction.)

COMMENT CARD SUMMARY FROM OPEN HOUSE #1 (November 15, 2007):

- No more High density Housing We can't even fill the ones we Have now and they drive other Housing prices down creates a bad naberhood. This applies to ALL areas of Crystal where you want high density housing.
- I live on Jersey Ave between Kentucky +41. There are 3 vacant houses on the "odd" side. If the city buys them will they be building a "LARGE" house in place of the ramblers. [The whole street is mostly ramblers + relatively modest 2 stories]
- Please – No more huge multi-level homes in neighborhoods with smaller ramblers. It devalues smaller ramblers & destroys any views from ramblers!!!
- To preserve Wonderful Crystal, city leaders should promote owner-occupied housing. This would promote safety, zero to low crime, pride in our community!

COMMENT CARD SUMMARY FROM OPEN HOUSE #2 (April 17, 2008):

- Please re-think the idea that you need to put 2 houses on every open lot. These lot sizes are then too small. It is also good to have some open space. We have enough buildings already.
- All areas where high & medium density housing is mentioned – NO MORE! Keep Crystal owner occupied single family houses. Enforce codes for landlords – make them keep up their properties.
- [Redevelopment Area #6] – How about incentives to Thriftway to maintain & update the store? We need grocery stores in the area – seniors live nearby. We need to shop close to home! Gas prices & global warming and all that.

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CHAPTER H REDEVELOPMENT

CHAPTER OVERVIEW

The Redevelopment chapter identifies 23 areas of the city in which there is a significant potential for redevelopment to occur within the time frame of this plan (by 2030). The city is not necessarily advocating redevelopment of these areas. Rather, the city believes that there is strong potential for redevelopment to occur in any number of these 23 areas due to natural market forces, the city's desire to replace blighted or functionally obsolete land uses, or a combination of both.

GENERAL REDEVELOPMENT GOALS

1. There are 23 areas of the city where redevelopment is likely to be considered at some point in the future. The identification of these areas does not mean that it is definite that redevelopment would occur within the 20 year time frame of this plan. Depending on the specific site characteristics and market forces at the time of redevelopment, the physical extent of redevelopment activities may be greater or less than the area shown in this plan. Key parcels have been identified that appear to be most likely to trigger redevelopment in each area, but they are not absolutely essential for redevelopment to occur in most of the 23 areas. Areas not indicated as potential redevelopment areas in this plan would not be precluded from being redeveloped; this plan describes those areas where redevelopment is most likely to occur but does not limit redevelopment opportunities for those areas.
2. Community reaction to redevelopment often revolves around opposition to density, especially residential density. Many of the descriptions of the 23 potential redevelopment areas indicate that the likely new use would be medium or high density residential. More than anything, this is a function of the cost of redevelopment, in that the new use must be of higher density for the project to be financially feasible. Each project would have to be examined on its own merits and with due consideration to the characteristics of the surrounding area and community input. It may be that in many of these areas higher densities may not be politically supported, and in such cases the existing uses are likely to remain basically as-is for the foreseeable future.
3. Redevelopment projects may be completely privately financed, or receive some assistance from the city and its Economic Development Authority, or in rare cases be initiated by the city with the EDA as the developer. However, as a practical matter it is unlikely that many of the 23 areas could be significantly redeveloped without financial assistance in some form. Such assistance may take the form of Tax Increment Financing, Tax Abatement, Housing Tax Credits, grants from other units of government, or other funding sources. Each request for financial assistance will be evaluated in accordance with the policies and procedures governing each respective funding source.
4. Due to a combination of market realities, financial constraints, limited eminent domain powers and community concerns about density, traffic, change in general and other issues, it would be unrealistic to expect that all or even a majority of the 23 areas described in this chapter will be redeveloped within the 20 year time frame. Instead, this plan should be viewed as a menu from which citizens, developers, the Planning Commission, the EDA and the City Council may

compare and contrast various redevelopment opportunities within the city, and select the best project sites from among the 23 areas described in this chapter.

5. Redevelopment projects may trigger, or be triggered by, adjacent public improvements such as roadway reconstruction, water and sewer upgrades, streetscaping, etc. In cases where near-term public improvements are being considered in a potential redevelopment area, but no redevelopment project is imminent, due consideration will be given to the impact of said improvements on the future redevelopment potential of the area.

DESCRIPTIONS OF SPECIFIC POTENTIAL REDEVELOPMENT AREAS

Area #1 - Lakeland Avenue from 60th to 62nd. This area is identified as a potential redevelopment area in the current Comprehensive Plan. Existing uses include auto-oriented commercial and single family residential. The residential parcels along Lakeland Avenue are relatively deep and the houses are generally in fair to poor condition. The right-in and right-out accesses at 60th and 62nd Avenues will be eliminated upon reconstruction of Bottineau Boulevard. The best post-redevelopment uses would be light industrial, destination office/showroom, office/warehouse, but not residential uses or general retail/service uses. The site design of any redevelopment would need to be sensitive to the residential area directly to the east.

Area #2 - Lakeland Avenue from 56th to 58th. This area is identified as a potential redevelopment area in the current Comprehensive Plan. Existing uses are mostly commercial including the former Crystal-Pierz Marine. There will be impacts from the Bottineau Boulevard reconstruction project due to elimination of the existing frontage road and construction of a new “backage” road which will form the approximate border between non-residential uses along Bottineau Boulevard and the residential uses to the east. The right-in and right-out access to Bottineau Boulevard at 58th Avenue / Airport Road will remain but it will be reconfigured to improve safety and traffic flow. This area would not be quite as isolated as Area #1, and therefore it might also be able to accommodate some destination retail or office uses.

Area #3 - Bass Lake Road east of Bottineau Boulevard (56th Avenue from Zane to Orchard). This corridor contains a mixture of neighborhood commercial, small multi-family and single family residential uses. Single family residential uses along the roadway have been negatively impacted by traffic and lack of buffering, although the recent restriping to three lanes may help reduce these impacts. Commercial uses face challenges due to the out-of-the-way character of this roadway segment and lack of critical mass. The existing multi-family uses are small and scattered, and generally suffer from disinvestment. Any significant redevelopment would likely require a significant amendment to the 2030 Planned Land Use map.

Area #4 - 59xx West Broadway. This area consists of six apartment buildings and a liquor store on West Broadway, plus four houses on 60th Avenue (one of which is in New Hope). This area is embedded in an overwhelmingly residential area, so non-residential uses would probably not be good fit except perhaps for certain institutional uses such as churches, schools or care facilities. The area already has a relatively high number of dwelling units, so for redevelopment to be feasible it would probably have to be of a much higher overall density than presently exists. For this reason, the most likely outcome is preservation of the existing uses in more or less their current configuration by continuing to apply the city’s regulatory tools to ensure maintenance of the existing apartment buildings.

Area #5 - 57xx West Broadway. The dominant property in this area is the Thriftway grocery store, which due to its relatively large parcel size would be essential to redevelopment of the block. The current uses may continue for the foreseeable future, depending on market conditions. However, because this area is also starting to exhibit some signs of disinvestment and marginal uses, and because it comprises a transition from the Crystal Shopping Center to surrounding residential areas, it would be a strong candidate for redevelopment at some point in the future if current trends continue. If redevelopment does occur, the most likely uses would be medium or high density residential or destination office/retail.

Area #6 - 6xxx 56th (Bass Lake Road). This area consists of older strip shopping centers on separate parcels with different owners. It also includes some newer retail development at northeast corner of 56th and Elmhurst. This area exhibits signs of disinvestment and functional obsolescence, but redevelopment may not be likely because (1) it has very limited depth, and (2) it has a high ratio of buildings to land area. If redevelopment were to occur, this area would be a good location for a mixed-use development with multi-story residential above ground floor retail/office.

Area #7 - Hanson Court area. This area is identified as a potential redevelopment area in the current Comprehensive Plan. It consists mostly of small light industrial uses with some auto-oriented uses mixed in. Its layout and access points can be somewhat confusing due to adjacent railroad lines and other factors. Its maximum potential level of redevelopment would probably depend on whether the BNSF rail line (running generally parallel to Bottineau Boulevard) is abandoned. Another potentially transformational event would be construction of a connector road from the intersection of Douglas Drive and West Broadway to the intersection of Wilshire Boulevard and Bottineau Boulevard. Such a roadway would probably only be considered upon BNSF abandonment. Until then, redevelopment will occur on a smaller scale with a focus on the most problematic uses.

Area #8 - West Broadway & Douglas Drive south of Target: This area is identified as a potential redevelopment area in the current Comprehensive Plan. It consists of mostly small commercial uses, some auto-oriented, that back up to single family residential uses. Many of existing business uses function reasonably well with the adjacent residential uses, but others can be problematic due not only to site constraints but also noise and other “good neighbor” issues. The scale of redevelopment would be somewhat limited due to small size of the sites.

Area #9 - CPRR property & adjacent non-residential uses. This area is identified as a potential redevelopment area in the current Comprehensive Plan. It presently contains some lawfully nonconforming industrial uses and is zoned R-1. Until 2006, this area had been guided for park uses, but changes in the state’s nonconforming use law and consideration of the cost to acquire the property made that approach unrealistic. A Special Area Plan was adopted in 2006 and is included in Chapter 4 (Land Use) of this Comprehensive Plan. The Special Area Plan includes guidelines for redevelopment of this area that would need to be met for it to be rezoned from residential to industrial or commercial. In the meantime, the existing uses are lawfully nonconforming and may continue but may not be expanded.

Area #10 - Florida Avenue south of 51st Place. This area consists of some vacant lots plus ‘excess’ parts of other lots that have houses on them but have extra land that could be split off and incorporated into a redevelopment site. It is guided for Low Density Residential and the only likely use would be as an infill site for new single family houses. Redevelopment would be a challenge due to fragmented property ownership. The city’s EDA could take a leading role in assembling the property for development, but this must be weighed against the other priorities of the EDA at any given time. It is

quite possible that this potential infill site will remain in more or less its current configuration for the foreseeable future.

Area #11 - Douglas Drive - West Broadway - CPRR Triangle. The current Comprehensive Plan includes this area as part of a larger potential redevelopment area. It is dominated by automobile-related uses with little building relative to their land area. These may evolve ‘upward’ over time due to normal market forces. This area also contains some smaller office, service retail and light industrial uses with a lot of building relative to their land area. Redevelopment would likely be office or higher-finish light industrial given its highly visible location and easy access due to Douglas Drive and West Broadway.

Area #12 - Corvallis Avenue west of Bottineau Boulevard. The current Comprehensive Plan includes this area as part of a larger potential redevelopment area. It mainly consists of light industrial uses plus some marginal residences just south of Corvallis. The main part of this area (north of Corvallis) would be ideal for redevelopment into office/showroom, office/warehouse or other light industrial uses.

Area #13 – Former Cavanagh Elementary School. Robbinsdale Area Schools has determined that the Cavanagh facility is no longer needed by the district and that it intends to sell the property. It is not known at this time whether the new owner would use the existing building for another institutional use or demolish the building and redevelop the site. If redeveloped, the land use guidance for the site is High Density Residential subject to the requirements of Special Area Plan C in Chapter F – Land Use.

Area #14 - West Broadway south of Corvallis Avenue. The current Comprehensive Plan includes this area as part of a larger potential redevelopment area. There is a wide range of potential uses that would work in this area, depending on the specific site. Redevelopment of this area might be triggered by reconstruction of the old rural-style section of West Broadway, because it is possible that the existing S-curve railroad crossing may not be reconstructed in its current configuration. For the past 70 years, West Broadway has been gradually transitioning down from a trunk highway to a county road to (ultimately) a local street; and this transition means that the best land uses in this redevelopment area, especially in the south and southwest portions, will likely be residential not commercial or industrial. Medium or high density residential would likely be feasible in the near term on some of the larger sites such as the Crystal Ballroom/former Knights of Columbus property.

Area #15 - Town Center (Douglas Drive & 42nd Avenue): This is a slight enlargement of a potential redevelopment area in the current Comp Plan. Existing uses range from very low density residential to retail and commercial. While this area will never be the city’s main commercial hub, it is the main civic hub due to the presence of the Hennepin County Library and City Hall, plus the Community Center and pool just a half mile north. Almsted’s grocery store is the retail anchor for the area, and could be incorporated into any redevelopment that occurs if market conditions support continuation of the use. Redevelopment would generally require much higher levels of density, and it is likely that the market preference is mostly for multi-story residential with some ground floor retail and office uses. There could also be some transitional redevelopment including medium and even low density residential in certain locations along the edge of the redevelopment area. Redevelopment would be much more likely to succeed if it occurs concurrent with a similar approach along the adjacent Robbinsdale segment of 42nd Avenue. Further, redevelopment might be triggered by reconstruction of 42nd Avenue by Hennepin County because such a project would probably require some limited property acquisition for right-of-way purposes. While such a project is not in the County’s current plans, it is likely that they will at least begin planning for reconstruction of 42nd Avenue within the next 20 years.

Area #16 - Douglas Drive, east side from 41st to 39th Avenues. This area could be thought of as a southern extension of Area #15. The Gaulke farm remnant parcels are mostly vacant and ready to develop, so it is more of a pure infill site. However, it might trigger consideration of a wider area redevelopment to tie it all together. The area is currently guided for low density residential uses but medium density might be justified as part of a wider area redevelopment plan.

Area #17 - 33rd Avenue west of Nevada Avenue. This is a transition area between residential to the north and east and light industrial to the south and west. It is currently guided light industrial but would also be a logical area for medium density residential such as townhouses. The market could take this property in either direction, but given that the bulk of the city's medium density townhouses are located in the southern part of the city, and the city's need for job-creating development wherever such uses make sense, the preferred development in this area would be light industrial including light manufacturing, office/showroom and office/warehouse.

Area #18 - Georgia Avenue north of 32nd Avenue. This is a possible infill site for new single family houses or low density townhomes. The area does have challenges related to fragmented property ownership, wetlands and poor soils. The city's EDA could take a leading role in assembling the property for development, but this must be weighed against the other priorities of the EDA at any given time. It is quite possible that this potential infill site will remain in more or less its current configuration for the foreseeable future.

Area #19 - Douglas Drive from 36th to 32nd Avenues. This area is a slight enlargement of a potential redevelopment area in the current Comprehensive Plan. It is covered under a Special Area Plan adopted in 2002 and included in Chapter 4 (Land Use) of this Comprehensive Plan. Generally it is guided for medium density residential uses along Douglas Drive, transitioning to low density residential uses in the adjacent neighborhoods. There is some potential for redevelopment along the east side of Douglas Drive, but it would be challenging due to topographic conditions and a need to acquire some houses to assemble an optimally sized site. Redevelopment of the west side, along the unimproved Edgewood Avenue north of 34th Avenue, is mainly limited by fragmented property ownership but otherwise appears to be a good candidate for infill development. As with Area #18, the city's EDA could take a leading role in assembling the property for development, but this must be weighed against the other priorities of the EDA at any given time. The main difference from area #18 is that the Edgewood area has far fewer challenges and therefore might be expected to develop sooner.

Area #20 - Douglas Drive, east side from 32nd to 31st Avenues. This area is a small part of much larger potential redevelopment area in the current Comprehensive Plan. This area has been significantly reduced in size because much of the rest of the previously-identified area has either been redeveloped for assisted living or townhouses, or has been acquired by the city for park land. Area #20's current uses are three single family houses and one vacant EDA lot. It is guided for medium density residential as a way of making it feasible for a private developer to acquire the properties and redevelop the area without financial assistance.

Area #21 - Excess MnDOT property from the Highway 100 project. This area is a slight enlargement of a potential redevelopment area in the current Comprehensive Plan. The property consists of parcels on both sides of the freeway. If all parcels are redeveloped as guided, the estimated yield would be:

- 6 single family houses on scattered site lots
- South of 32nd Avenue, 12 units of low density townhomes on a new private drive, or 8 single family houses on a new public street

- Between 32nd Avenue and the Crystal Care Center, up to 12 units of medium density housing
- At the northwest quadrant of the 36th Avenue interchange, a small neighborhood commercial site
- At the southeast quadrant of the 36th Avenue interchange, a landlocked general commercial site accessible only through the Cub Foods property

Area #22 - 36th & Noble. This small area is anchored by former supermarket that has been converted into a thrift store with some smaller tenants. The redevelopment potential is based on the amount of land relative to the existing building on the former supermarket site, and is dependent on what happens with the current uses over the long term. If it is redeveloped, it would probably be a difficult site for most retailers but might support some. The most feasible redevelopment might involve medium or high density residential above small-scale ground floor retail/office.

Area #23 - Crystal Airport. The Crystal Airport is one of six “reliever” airports owned & operated by the Metropolitan Airports Commission (“MAC”). Closure and redevelopment of the Crystal Airport site are preferred by the city under the current Comprehensive Plan, mainly due to safety concerns (hundreds of housing units in the safety zones) and little local benefit from the facility. MAC has adopted a Long Term Comprehensive Plan (“LTCP”) for the facility which would eliminate two of the four runways (one primary and one crosswind) and attempt to redevelop a small share of the site for as-yet-undetermined non-aeronautical purposes. MAC has not indicated that they intend to close the facility, but the type of aviation using this airport is in decline, regionally and nationally. At any point in the future, it is conceivable that MAC and Metropolitan Council may determine that the continued operation of the Crystal Airport is no longer warranted. The 436 acre airport site (336 in Crystal) offers the greatest opportunity in the northwest suburbs and along the Bottineau transit corridor for significant infill development including new employment centers and housing. For this reason the entire airport site remains a potential redevelopment area, though any such redevelopment would depend on future decisions by MAC and Metropolitan Council to reconsider the continued operation of the Crystal Airport and its continued inclusion in the regional Transportation System Plan. For the purposes of the city’s Comprehensive Plan, it is assumed that the Crystal Airport will still be in operation in 2030 and no non-aeronautical development will have occurred on the site. Any non-aeronautical use of the site, in whole or in part, would require an amendment to the city’s Comprehensive Plan.

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FIGURE H-1(a) POTENTIAL REDEVELOPMENT AREAS (NORTH HALF)

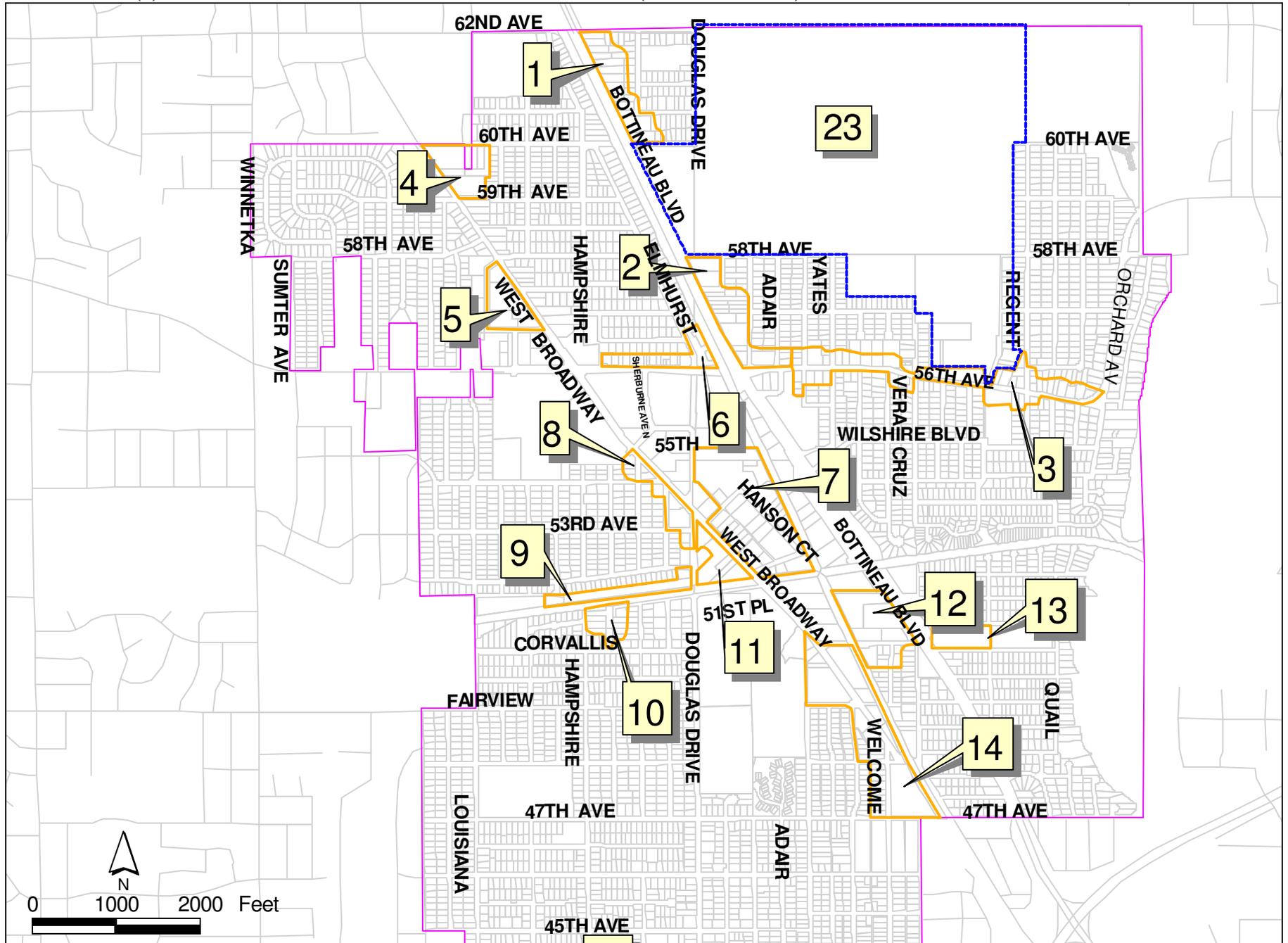
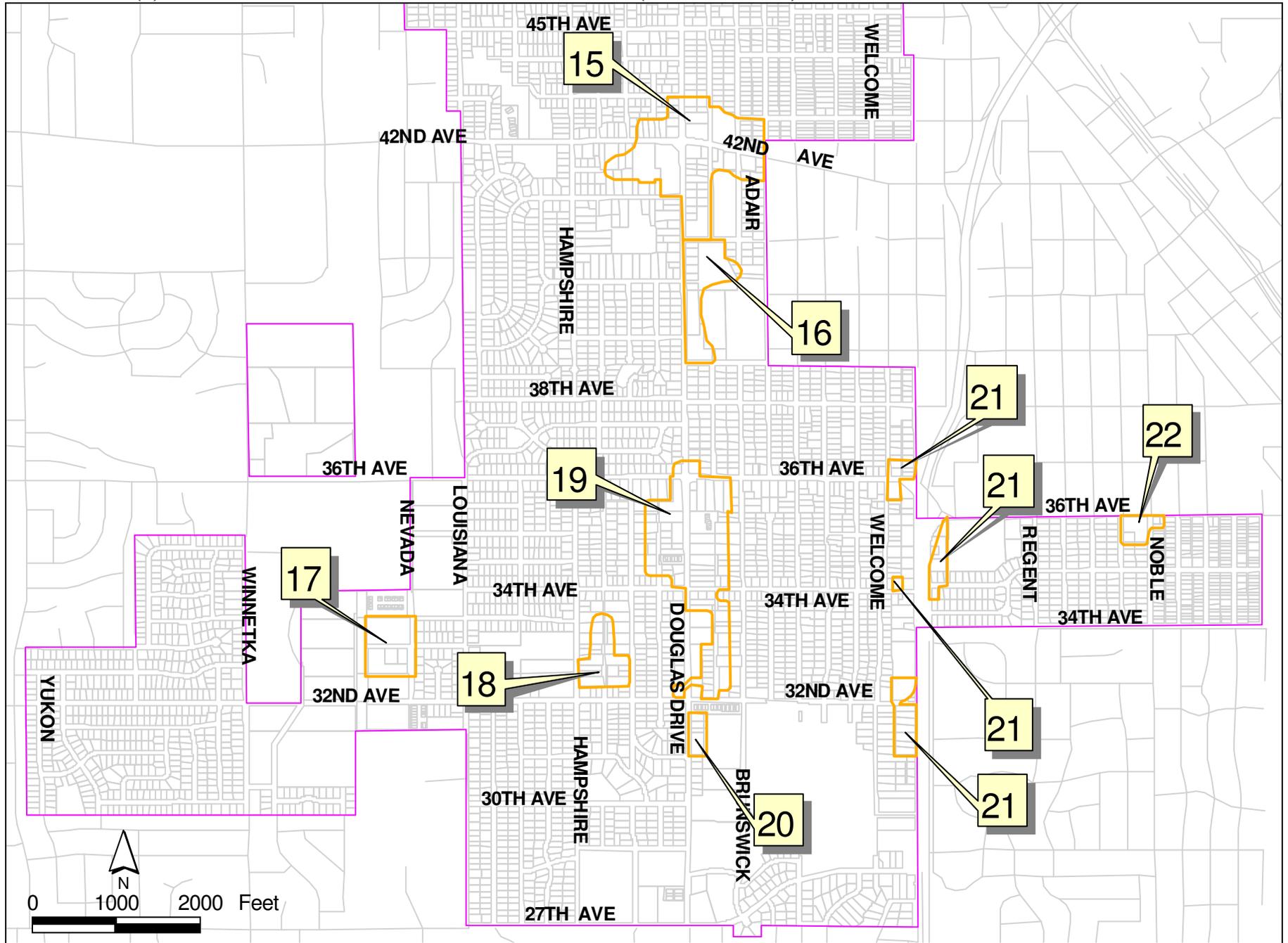


FIGURE H-1(b) POTENTIAL REDEVELOPMENT AREAS (SOUTH HALF)



PUBLIC COMMENT RECEIVED
(Comments presented as written, without correction.)

COMMENT CARD SUMMARY FROM OPEN HOUSE #1 (November 15, 2007):

- We want Thriftway (redevelopment area #6) to stay!!! NOT high density residential housing !!! We DO NOT want A lot more high density housing or rentals!!!! Home Ownership promotes a well-cared for, positively involved + active community. High density housing and rentals promote an unstable community more crime, more fear, more police activity, higher taxes to pay for these things.
- Why would you want to get rid of Thriftway? It is a good store to keep! Why build more high density with so many homes for sale and rental housing empty? That does not make sense to me! What Crystal needs is owner occupied housing; not high density!
- I would like to see some redevelopment of blighted residential areas. Douglas Drive is a major thoroughfare through the city, but most of the housing is aged and not very well maintained, particularly around (between 47th + Bass Lake Road) Target. These areas are what people driving through our city see, not the nice homes within a block or two of Douglas.
- Land use plan with a great opportunity exists @ NE corner of 42nd Ave N. & Douglas Drive for a mixed use facility with rental units built 3 stories above Super Value – Single family residence consumes greater land area, require more energy, emit greater CO2 to the environment & are often remote from office/retail areas- A good series of documents for the CCP – Thank You! (Name)
- I would like to see the area (Bis) Area improved around Supervalu. More upscale look.
- Redevelopment Area #16 Keep this as Low Density Residential Crystal needs to move back toward more family owned properties rather than increasing rental properties. Renters don't generally take ownership in the city or community interests. Home ownership always wins out over rental property or renters.
- Redevelopment Area #20 Here again, medium density housing? 12 Town Home v.s. 3 single family? Not a good idea. Look at the mostly empty townhomes on 32nd Ave east of Douglas now. Mostly empty – some rented? Is this what we want for our city? I don't think so. Far too much space being considered for high or medium density housing.
- I am concerned about the development of Florida Ave No. between 33rd + 32nd and the purchasing of lots on the wetland area on Georgia Ave N north of 32nd (It is wetland area + development there will block drainage of wetland areas owned by others in the area.)

COMMENT CARD SUMMARY FROM OPEN HOUSE #2 (April 17, 2008):

- [Redevelopment Area #6] – How about incentives to Thriftway to maintain & update the store? We need grocery stores in the area – seniors live nearby. We need to shop close to home! Gas prices & global warming and all that.

COMMENTS RECEIVED VIA EMAIL:

- November 27, 2007: When considering future development which includes taking homes or business', do a market analysis to determine the needs of the residents of any future business. I would limit eminent domain or hardly use it, as to me this doesn't feel like the right way to redevelop. Do we have a model city we are trying to be like?

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TRANSPORTATION

CHAPTER I	ROADWAY JURISIDCTION
CHAPTER J	ROADWAY FUNCTIONAL CLASSIFICATION
CHAPTER K	NON-MOTORIZED TRANSPORTATION
CHAPTER L	PUBLIC TRANSIT
CHAPTER M	AVIATION

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CHAPTER I

ROADWAY JURISIDCTION

CHAPTER OVERVIEW

This chapter focuses on the question of which government entity is responsible for each roadway, and anticipated changes to roadway jurisdiction. It includes specific policies related to changing designation of certain local streets as Municipal State Aid.

The following acronyms are used frequently throughout this chapter:

- MSA: Municipal State Aid - a route on which a city is eligible to spend its allocation of the state's motor fuels tax
- CSAH: County State Aid Highway - like MSA streets, but owned, managed and maintained by Hennepin County.
- TH: Trunk Highway - owned, managed and maintained by the Minnesota Department of Transportation ("MnDOT").

BACKGROUND

1. CSAH 8 - West Broadway was originally called Territorial Road and was the main route northwest from Minneapolis. In the 1940s its role as a trunk highway was supplanted by what is now CSAH 81.
2. CSAH 9 - 42nd Avenue a.k.a. Rockford Road was a trunk highway (TH 55) until that designation was shifted to Olson Memorial Highway in the 1950s.
3. CSAH 10 - 56th Avenue a.k.a. Bass Lake Road has always been a county road.
4. CSAH 81 - Bottineau Boulevard was a trunk highway (TH 52 then TH 169) until approx. 20 years ago, when MnDOT turned it over to Hennepin County as part of an exchange for the current alignment of TH 169.
5. CSAH 70 - 27th Avenue a.k.a. Medicine Lake Road, CSAH 102 - Douglas Drive and CSAH 156 - Winnetka Avenue are section line roads, meaning that they follow the "square mile" survey lines established under the township-range survey system used throughout most of the U.S.
6. TH 100 was built in the 1930s and 1940s as Minneapolis' first beltway. The segments through and adjacent to Crystal were reconstructed to modern freeway standards in 2000-2005.
7. The current (2000) Comprehensive Plan discusses Hennepin County's desire to eliminate CSAH 8 by turning over those segments of West Broadway north of 56th Avenue and south of Douglas Drive, and extending the CSAH 102 designation in place of CSAH 8 from Douglas Drive to 56th Avenue.

ROADWAY JURISIDCTION POLICIES

1. Hennepin County continues to express their intent to eliminate CSAH 8 from their road system and turn it over to the city. The city would accept responsibility for this roadway only after it is reconstructed to urban standards with municipal consent or the county provides the city with the funds to accomplish same. The city agrees that the segment south of CSAH 102 (Douglas Dr) is a good candidate for turnback. However, the city is unsure whether the segment north of CSAH 10 (56th/Bass Lake Rd) is a good candidate for turnback and would not consider such a change without further study and consultation with the cities of New Hope and Brooklyn Park.
2. To make the MSA street system better fit with traffic patterns, hierarchy of streets and land uses, some MSA designation changes are desirable. However, MSA designations influence the amount of motor fuel tax revenue the city receives from the state. Some of the existing designations were made to maximize revenue for early stages of the street reconstruction program, resulting in a disproportionate share of MSA mileage in the southern third of the city. However, any attempts to un-designate streets that have already been reconstructed might trigger MnDOT requirements for return of MSA funds. Therefore any such changes would require analysis of their financial impacts for the city; if such impacts are significant, the financial impacts would likely trump planning considerations and the changes would not be made. This means that most changes to MSA designations are likely to occur in those neighborhoods where the streets have not yet been reconstructed. The implementation section reflects this reality, and the map differentiates between those changes that are practically unlikely (labeled “Idealized”) and those that could realistically be accomplished (labeled “Implement”).

ROADWAY JURISIDCTION IMPLEMENTATION ITEMS

1. Negotiate with Hennepin County regarding the removal of CSAH 8 (West Broadway) from the county road system (likely after 2010). For the segment south of CSAH 102 (Douglas Dr), this includes addressing the question of whether the West Broadway s-curve crossing of the BNSF railroad at 48th Avenue ought to be reconstructed as-is, reconfigured, replaced by a crossing in a different location, or eliminated. For the segment north of CSAH 10 (56th/Bass Lake Rd), this would include consideration of the broader question of whether such a turnback is warranted in the first place
2. Implement the following MSA route designation changes:
 - Designate as MSA Sumter Avenue from 56th Avenue to 58th Avenue. This is the best north-south route for designation in the Broadway neighborhood due to the presence of medium and high density residential uses on the west side of the street in New Hope.
 - Designate as MSA 58th Avenue from Sumter Avenue to West Broadway. This is the best east-west route for designation in the neighborhood because it is the longer of the two routes connecting to West Broadway (59th is the other). Also, it serves the Crystal Towers apartments which are within New Hope but are located approximately halfway between 56th Avenue and West Broadway along the proposed Sumter-58th MSA route.

- Un-designate as MSA Louisiana Avenue from Fairview Avenue to 56th Avenue. This segment only makes sense as an MSA route if a crossing of the CPRR tracks would be built in the future. This is highly unlikely.
- Un-designate as MSA 53rd Avenue from Louisiana Avenue to Douglas Drive. This is made necessary because, upon un-designation of Louisiana Avenue, 53rd Avenue would become a dead-end MSA route which is not allowed by the state. (New Hope is not interested in designating 53rd Avenue from Winnetka Avenue to the Crystal border.)
- Designate as MSA 54th Avenue from Oregon Avenue to West Broadway. With 53rd Avenue being un-designated, 54th Avenue is the obvious alternate MSA route in the Becker neighborhood. Also, it passes by the south side of the Crystal Shopping Center where there is a pedestrian connection to same, as well as the Kentucky Lane apartments which is the only high density residential use in the neighborhood.
- Designate as MSA Nevada Avenue from Oregon Avenue to 56th Avenue. With un-designation of Louisiana Avenue, designation of Nevada Avenue is necessary to connect 54th Avenue to 56th Avenue. Also, it abuts St. Raphael's school which is the only institutional use in the neighborhood.
- Un-designate as MSA 47th Avenue from Welcome Avenue to West Broadway. For many years this has been shown as a future collector street and connection across the BNSF railroad, but it is unlikely that such a connection would ever be built. This is due to the grade differential between the railroad and the land to the west, as well as the difficulty of configuring the intersection with West Broadway because of its skew and its proximity to the railroad. The existing S-curve railroad crossing at West Broadway is just one block north of 47th, and it will probably remain (albeit in an improved, reconfigured form) for the foreseeable future.
- Un-designate as MSA Hampshire Avenue from 47th Avenue to Fairview Avenue. This change is justified by the limited role of Hampshire Avenue as a collector street north of 47th Avenue, compared with its more significant role south of 47th.
- Designate as MSA 58th Avenue from West Broadway to Elmhurst Avenue. This change is necessary to connect Elmhurst to West Broadway as required by the state. Of the three streets considered for this connection (58th, 59th and 60th Avenues), 58th is the best choice because (1) it has a less constricted right-of-way at West Broadway than 59th, and (2) at West Broadway it could be configured as a right-angle cross intersection (with Kentucky Avenue) rather than 59th which is a skewed cross intersection and 60th which is a skewed "T" intersection.
- Un-designate as MSA Elmhurst Avenue from 58th Avenue to 60th Avenue, Hampshire Avenue from 60th Avenue to 62nd Avenue and 62nd Avenue from Louisiana Avenue to Hampshire Avenue. None of these segments justify MSA designation based on traffic volumes or access to community facilities; for example, vehicular access to North Lions Park is via Louisiana and Jersey Avenues, not Hampshire or 62nd Avenues.
- Designate as MSA Regent Avenue from 56th Avenue to 58th Avenue and 58th Avenue from Orchard Avenue to Regent Avenue. Regent Avenue is the primary route to access the eastern

part of the Skyway neighborhood as well as MAC Park and the Babe Ruth baseball field; 58th Avenue is the best secondary route. These designations will provide some MSA mileage in a neighborhood that currently has none.

- Un-designate as MSA Brunswick Avenue from Medicine Lake Road to 32nd Avenue upon sunset of any MSA payback requirements (probably after 2017). Un-designation would allow for closure of the existing gravel segment south of 32nd Avenue; but until it is un-designated, the gravel segment would remain.
- Un-designate as MSA Medicine Lake Road from Douglas Drive to Zane Avenue upon sunset of any MSA payback requirements.
- Un-designate as MSA 29th Avenue from Zane Avenue east to the cul-de-sac near Trunk Highway 100 upon sunset of any MSA payback requirements.

TABLE I-1 SUMMARY OF PROPOSED MSA ROUTE DESIGNATION CHANGES

NAME OF NEIGHBORHOOD	NAME OF STREET	APPROXIMATE CHANGE (MILES)		ANTICIPATED YEAR
		SEPARATELY	CUMULATIVELY	
Broadway	Sumter Avenue *	+ 0.125	+ 0.125	2010
Broadway	58th Avenue	+ 0.438	+ 0.563	2010
Becker & Forest	Louisiana Avenue **	- 0.688	- 0.125	2010
Becker	53rd Avenue	- 0.500	- 0.625	2010
Becker	54th Avenue	+ 0.563	- 0.063	2010
Becker	Nevada Avenue	+ 0.188	+ 0.125	2010
Cavanagh Oaks	47th Avenue	- 0.094	+ 0.031	2010
Forest	Hampshire Avenue	- 0.250	- 0.219	2010
Lions Park	58th Avenue	+ 0.313	+ 0.094	2010
Lions Park	Elmhurst Avenue	- 0.281	- 0.188	2010
Lions Park	Hampshire Avenue	- 0.281	- 0.469	2010
Lions Park	62nd Avenue ***	- 0.094	- 0.563	2010
Skyway	Regent Avenue	+ 0.313	- 0.250	2010
Skyway	58th Avenue	+ 0.188	- 0.063	2010
Bassett Creek	Brunswick Avenue	- 0.500	- 0.563	2017
Bassett Creek	Medicine Lake Road	- 0.313	- 0.875	2017
Bassett Creek	29th Avenue	- 0.250	- 1.125	2017

* The centerline of Sumter Avenue is the municipal boundary from 56th Avenue to 58th avenue; the City of New Hope has expressed its willingness to designate its half of the street as an MSA route.

** The centerline of Louisiana Avenue is the municipal boundary from 49th Avenue to Corvallis Avenue; the City of New Hope has expressed its willingness to un-designate its half of the street.

*** The centerline of 62nd Avenue is the municipal boundary from Louisiana Avenue to Hampshire Avenue; the City of Brooklyn Park has expressed its willingness to un-designate its half of the street.

IMPLEMENTATION ITEMS LACKING CITIZEN TASK FORCE CONSENSUS

1. Some members of the Task Force do not support un-designating as MSA the segment of Louisiana Avenue from 53rd Avenue to 56th Avenue in the Becker neighborhood.
2. Some members of the Task Force do not support un-designating as MSA the segment of Hampshire Avenue from 47th Avenue to Fairview Avenue in the Forest neighborhood.
3. Some members of the Task Force do not support un-designating as MSA the segment of Brunswick Avenue from Medicine Lake Road to 32nd Avenue and the segment of Medicine Lake Road from Brunswick Avenue to Douglas Drive in the Bassett Creek neighborhood. Their preference is for the roadway to remain, whether it is someday built to MSA standards or left indefinitely as a gravel road.

FIGURE I-1(a) ROADWAY JURISDICTION (NORTH HALF)

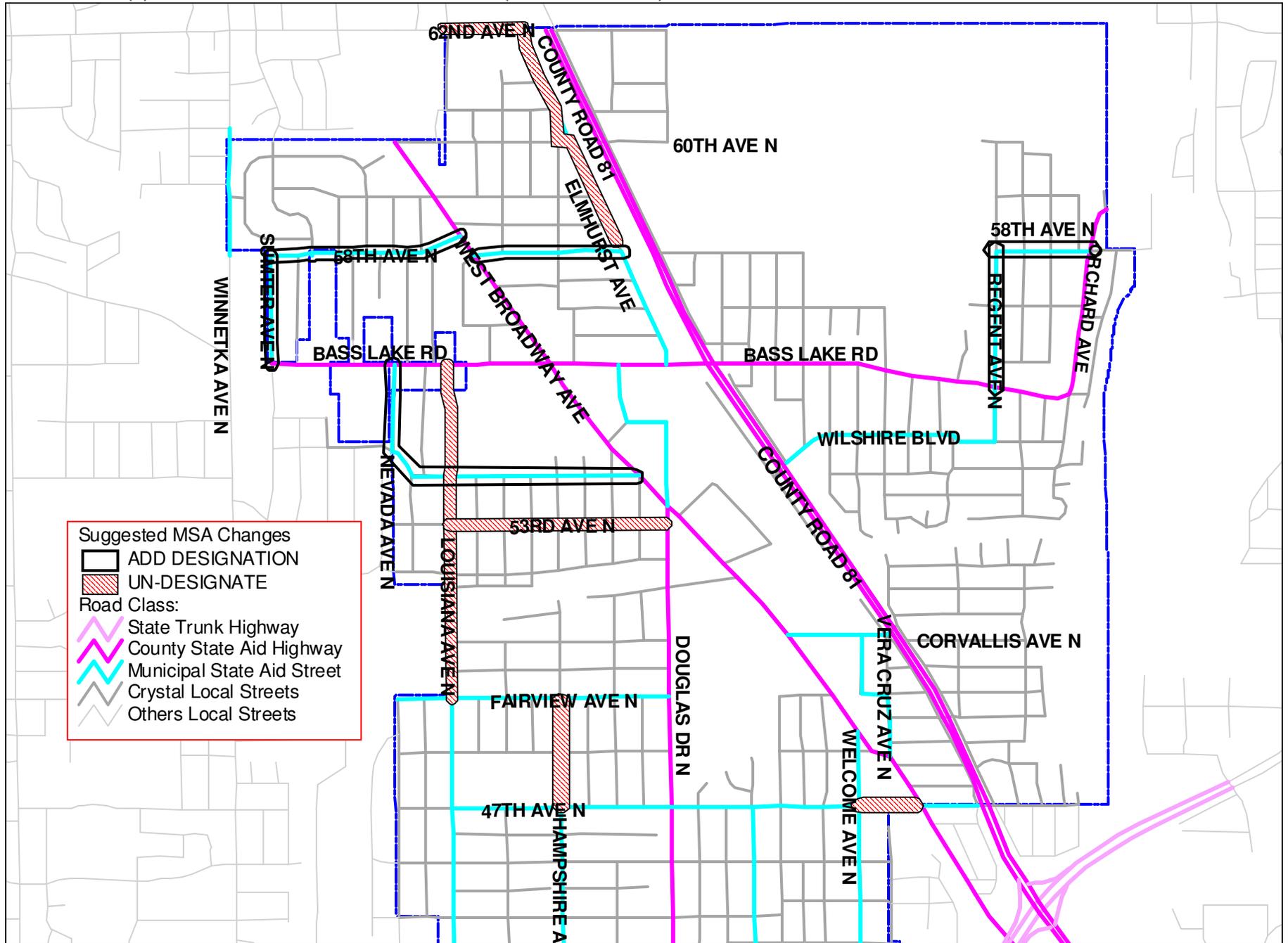
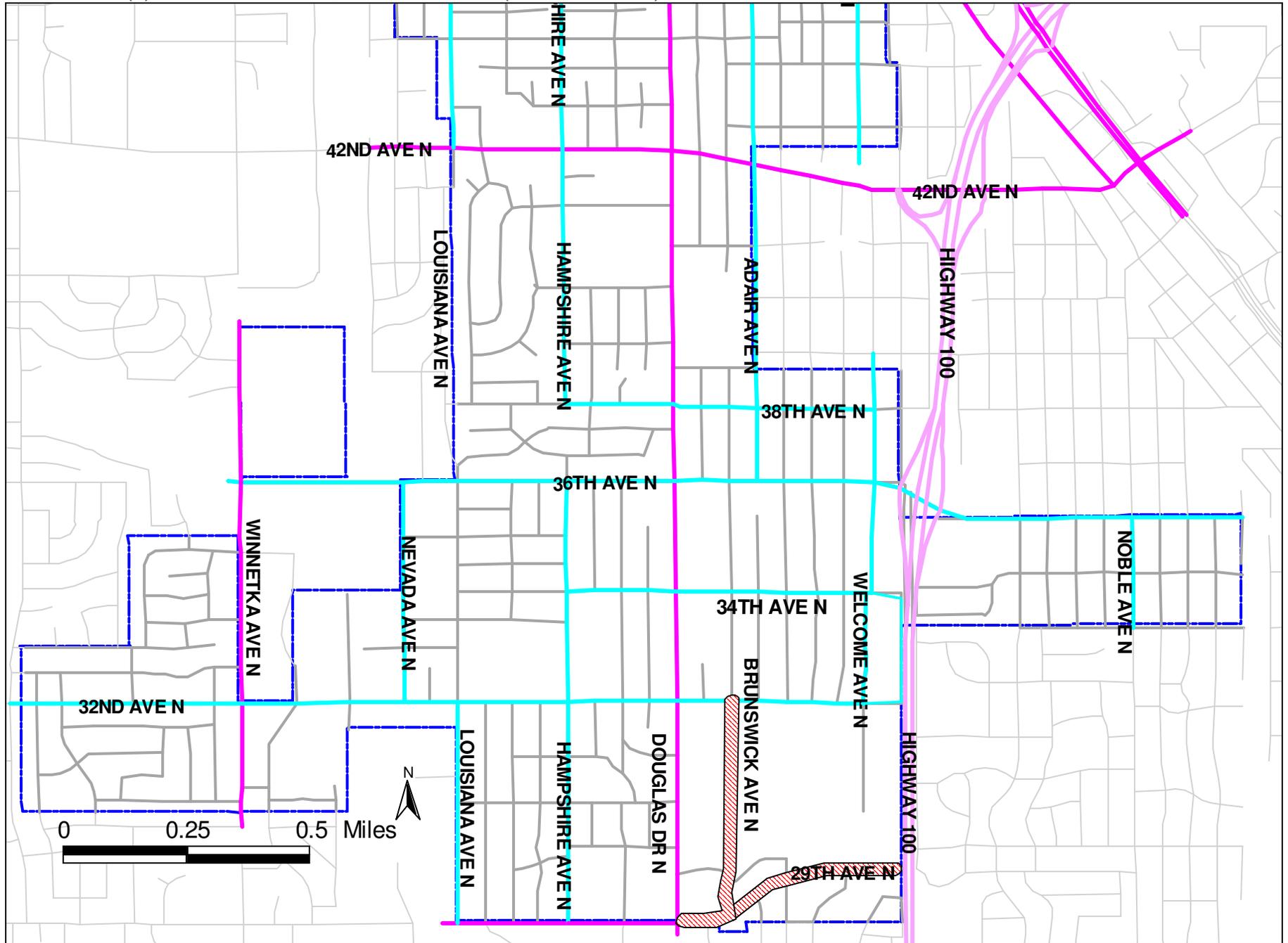


FIGURE I-1(b) ROADWAY JURISDICTION (SOUTH HALF)



PUBLIC COMMENT RECEIVED
(Comments presented as written, without correction.)

COMMENT CARD SUMMARY FROM OPEN HOUSE #1 (November 15, 2007):

- Roadway Jurisdictions – add 59th Ave to W. Bdwy from Elmhurst – shorter distance to Crystal Shopping areas + Broadway Park.
- Make 59th the MSA road because of the park and bus stop on Broadway
- Desparately need traffic light on 36th & Regent - - daily accidents.
- Keep Brunswick Ave gravel it is unique to the metro
- I would like to see Brunswick paved at 32nd

COMMENT CARD SUMMARY FROM OPEN HOUSE #2 (April 17, 2008):

- Please do not pave Brunswick between 32nd to end of Bassett Creek Park - It would just create more traffic on Brunswick.

COMMENTS RECEIVED VIA EMAIL:

- April 23, 2008: I attended the open house and expressed my disapproval of making 59th Avenue a MSA route/road. Looking at the summary of proposed MSA route designation changes it has a column for the anticipated year of change which is 2009. I realize the key word here is ‘anticipated’ but it still sounds like a done deal. I spoke with many of my neighbors over the weekend and not one of them are for it. At what point can our opinions/suggestions/concerns be heard and is there any chance of this not happening? I understand the city has to meet that 20 percent in order to get county money but at the expense of upsetting neighborhoods? I am open to hearing the “plus” side of this for the neighborhood other than suggesting it’s for people walking to the park or bus stop which to my knowledge and neighbor discussion doesn’t happen.
- April 25, 2008: i was unable to attend the task force meeting recently held for the planned updates in our city. i reviewed the info on website tonite and was shocked to see that my street 59th Ave between west broadway and elmhurst was cited as going to be widened and sidewalks added. this is crazy. we already have too much traffic along the street. there is a problem with cars stopping for the stop signs and speeding through. the road is wide enough already. we have young children along our street and the faster traffic would be a hazard. why would expanding our road be needed. there is nothing except single family houses in this neighborhood and it is not needed. besides, money would be better spent on upgrading the streets that have no curbs and have major issues rather than changing a road that is fine as it is. changing our street would not improve anything. i would prefer putting in a round-a-bout on corner of jersey and 59th to slow traffic down. we have several elderly as well as young persons that walk our neighborhoods and do just fine on roads as they are. no need for sidewalks. please reconsider developing and putting resources on things that need them such as water system and repaving streets that are crumbling and even to get more law enforcement out on our city streets to catch the speeders/stop sign ignorers and such. thank you

CHAPTER J

ROADWAY FUNCTIONAL CLASSIFICATION

CHAPTER OVERVIEW

This chapter describes how each road fits into the regional transportation system and hierarchy of different types of roadways. It considers specific changes to roadway configurations including increasing or reducing the number of lanes on some arterial or major collector roadways.

The following terms are used frequently throughout this chapter:

- **Principal Arterial.** In the metropolitan area, these are typically trunk highways owned by the Minnesota Department of Transportation (“MnDOT”). Most are freeways (controlled access with grade-separated interchanges) or expressways (limited access with at-grade, signalized intersections at major cross streets). Principal arterials tend to favor maximum mobility (traffic flow) and minimal access (curb cuts).
- **Minor Arterial.** Generally county routes, and on average balanced between mobility and access. Older Minor Arterials typically favor access more than more recently constructed Minor Arterials.
- **Major collector.** These are typically city streets but also include some county facilities. Major collectors slightly favor access over mobility.
- **Minor collector.** City streets that typically have been designated as Municipal State Aid (“MSA”) routes. They favor access over mobility.
- **Other local streets.** These represent the majority of mileage in the road system. They also favor access over mobility.

BACKGROUND

Functional Classification designations help identify which routes are most worthy of federal funding, guide local decisions regarding mobility vs. access, and (in developing areas) identify needs for right-of-way preservation and land use regulation for future routes. These designations are based on parameters established by Metropolitan Council.

The current (2000) Comprehensive Plan established the following functional classifications:

- TH 100 is a Principal Arterial.
- The following routes are Minor Arterials:
 - Part of CSAH 8 (West Broadway) from Douglas Drive to 56th Avenue
 - CSAH 9 (42nd Avenue)
 - CSAH 10 (56th Avenue a.k.a. Bass Lake Road)
 - CSAH 70 (27th Avenue a.k.a. Medicine Lake Road)
 - CSAH 81 (Bottineau Boulevard)
 - CSAH 102 (Douglas Drive south of West Broadway) (suggests re-striping from four lanes to three)
 - CSAH 156 (Winnetka Avenue from 30th Avenue to 39th Avenue)
- The following routes are Major Collectors:
 - CSAH 8 (West Broadway) north of 56th Avenue
 - CSAH 8 (West Broadway) south of Douglas Drive
 - 36th Avenue (suggests re-striping from four lanes to three)

- The following routes are (Minor) Collectors:
 - 32nd Avenue
 - 47th Avenue from CSAH 102 Douglas Drive to CSAH 81 (Bottineau Boulevard).
 - Fairview Avenue west of CSAH 102 (Douglas Drive) (Note: This is called a Major Collector in the text but not shown as such on the map. In any case, it does not appear that the city’s past intent was to classify this as a Major Collector on par with 36th Avenue or West Broadway.)
 - Corvallis Avenue from CSAH 8 (West Broadway) to CSAH 81 (Bottineau Boulevard)
 - Noble Avenue
 - Welcome Avenue south of West Broadway
 - Louisiana from CSAH 9 (42nd Avenue) to CSAH 10 (56th Avenue)
- The city has allocated the 2030 employment, housing and population forecasts from Chapter E to specific Traffic Activity Zones (TAZ) based on reasonable expectations for infill development and redevelopment consistent with Chapters F, G and H.
- Forecasted 2030 traffic volumes for Principal and Minor Arterials were developed by Hennepin County for its 2030 Transportation Systems Plan. The city accepts and incorporates these forecasts into this plan and they are shown in italics in Figure J-1.

ROADWAY FUNCTIONAL CLASSIFICATION POLICIES

1. All MSA routes except 36th Avenue should be classified as “Minor Collectors”, but only after designating or un-designating those particular MSA route segments described in the Roadway Jurisdiction section.
2. Unless traffic volumes or local land use considerations warrant continuation of the current roadway configuration, existing four lane undivided roadways without left turn lanes should be considered for re-striping to a three lane roadway with a center left turn lane and one travel lane in each direction.
3. No new roadways should be constructed with more than one travel lane in each direction unless they also have a center left turn lane or, preferably, a median with left turn lanes. One alternative approach would be a three-lane roadway with one travel lane in each direction and a center left turn lane, which can often accommodate traffic volumes comparable to roadway with two travel lanes in each direction but no left turn lane.
4. Streetscape improvements should be used to enhance the visual appeal of the community for visitors and residents alike. Enhanced streetscaping should be a consideration for any major new roadway construction or existing roadway reconstruction project. Also, such improvements may be implemented along existing roadways where reconstruction is not anticipated for some time, provided that the streetscaping will not substantially conflict with anticipated long term improvements for the roadway.
5. The city will work with Hennepin County in applying its Access Management Guidelines (from its Transportation Systems Plan) to any areas of new development or significant redevelopment in the city where such areas abut a Minor Arterial roadway. MnDOT Access Management Guidelines are not applicable because the only Principal Arterial roadway in the city, Trunk Highway 100, is a freeway with no direct access except at the 36th Avenue interchange.

ROADWAY FUNCTIONAL CLASSIFICATION IMPLEMENTATION ITEMS

1. Evaluate crash and speed data for roadways that have recently been re-stripped from four lane to three lane sections: CSAH 70 (27th Avenue a.k.a. Medicine Lake Road) west of CSAH 102 (Douglas Drive), and CSAH 10 (56th Avenue a.k.a. Bass Lake Road) east of CSAH 81 (Bottineau Boulevard).
2. Study the potential to re-stripe 36th Avenue east of Regent Avenue and west of CSAH 102 (Douglas Drive). Factors to consider include but are not limited to the following:
 - Results from completed re-stripping of CSAHs 70 and 10 (see item a) above) and other applicable, previously implemented examples.
 - Need for concurrence from Robbinsdale for the segment east of Regent, and from New Hope for the segment west of Louisiana. (For both segments, the municipal boundary is the centerline of the street.)
 - Potential need for a traffic signal at the Regent Avenue intersection, including, for eastbound 36th Avenue traffic, a right lane drop/turn lane and a dedicated left turn lane at Regent.
 - Traffic flow impact due to frequent transit bus stops east of Regent.
 - At the signalized intersection with Douglas Drive, evaluate whether the outside through lanes should remain to maximize peak hour capacity (but requiring merging on the other side of the intersection); or be converted into dedicated right turn lanes to reduce idling time for right-turning traffic.
 - At the intersection with Louisiana Avenue, evaluate alternatives to the current four-way stop (i.e., signalization).
 - Potential traffic impact on routes in adjacent neighborhoods (i.e. 34th Avenue, 37th Avenue-Markwood Drive, and 38th Avenue).
3. Work with Hennepin County to study the potential to re-stripe CSAH 102 (Douglas Drive) from CSAH 8 (West Broadway) south to CSAH 70 (27th Avenue a.k.a. Medicine Lake Road). Factors to consider include but are not limited to the following:
 - Results from completed re-stripping of CSAHs 70 and 10 (see item a) above) and other applicable, previously implemented examples.
 - At the signalized intersections with 36th and 42nd Avenues, evaluate whether the outside through lanes should remain to maximize peak hour capacity (but requiring merging on the other side of the intersection); or be converted into dedicated right turn lanes to reduce idling time for right-turning traffic.
 - Traffic flow impact due to frequent transit bus stops along the entire segment.
 - Potential traffic impact on local streets in adjacent neighborhoods (i.e. Adair Avenue and 38th-Hampshire Avenues).
4. Work with Hennepin County to study the potential to re-stripe CSAH 8 (West Broadway) south of CSAH 102 (Douglas Drive). Factors to consider include but are not limited to the following:
 - Results from completed re-stripping of CSAHs 70 and 10 (see item a) above) and other applicable, previously implemented examples.
 - Explore options for southbound traffic to transition from two through lanes to one through lane south of Douglas Drive.
 - Consider improving turning motions from/to Corvallis Avenue to enhance West Broadway as a connector from CSAH 81 (Bottineau Boulevard) to Crystal's main commercial area; this might also include steps to reduce West Broadway's role as a through street south of

Corvallis where it transitions into a lower speed, lower volume roadway in a predominantly residential area (see item 5 below).

5. Hennepin County has expressed a desire to remove CSAH 8 (West Broadway) from its road system and turn it over to the city. Typically this would include reconstruction of the older sections north of 57th Avenue and south of Fairview Avenue from rural to urban standards. As part of the negotiations between the county and the city, there would be a planning and design process including a study of the s-curve crossing of the BNSF railroad at 48th Avenue. The study should consider at least the following four alternatives for dealing with the railroad crossing:
 - Reconstruct the railroad crossing essentially as-is, possibly with some property acquisition to meet current design standards.
 - Reconfigure the railroad crossing into a more right-angled 48th Avenue crossing.
 - Close the crossing and replace it with a new crossing, for example by completing the gap in 47th Avenue between West Broadway and Vera Cruz Avenue, and possibly also closing another existing crossing at 45½ Avenue in Robbinsdale. On the east side of the railroad, West Broadway would transition north into Vera Cruz Avenue, and on the west side of the railroad, West Broadway would transition south into Welcome Avenue.
 - Close the crossing without replacing it with a new crossing. Again, on the east side of the railroad, West Broadway would transition into Vera Cruz Avenue, and on the west side of the railroad, West Broadway would transition into Welcome Avenue.

Any of these alternatives should also consider whether to maintain West Broadway as a Major Collector south of Corvallis Avenue. It might make sense to designate Corvallis Avenue from CSAH 81 (Bottineau Boulevard) to West Broadway as a Major Collector and designate West Broadway south of Corvallis as a Minor Collector. (See item 4 above.)

6. Study 36th Avenue from Welcome Avenue west to CSAH 102 (Douglas Drive) to determine the appropriateness of the existing four-lane configuration for current and future traffic volumes. The study should examine options to improve safety and handle traffic volumes, including but not limited to the following alternatives:
 - Leaving the roadway as-is.
 - Leaving the roadway as-is but restricting left turns during peak hours.
 - Re-striping the roadway so it has two westbound lanes, a center left turn lane, and one eastbound lane.
 - Widening the roadway approximately 12 feet to add a center left turn lane.
 - Widening the roadway approximately 18 feet to add a median with left turn lanes.
 - Some hybrid of one or more of the above alternatives.

In addition to the cost of such a project, the impact of widening on the adjacent properties and neighborhoods must be considered along with the traffic and safety benefits of such a project. Alternatives involving widening would not be eligible for federal financial participation through the regional solicitation process unless the classification is changed from Major Collector to Minor Arterial.

7. Work with Hennepin County and the City of Robbinsdale to study CSAH 9 (42nd Avenue a.k.a. Rockford Road) through Crystal to determine the appropriateness of the existing four-lane configuration for current and future traffic volumes. The study should examine options to improve safety and handle traffic volumes, including but not limited to the following alternatives:
 - Leaving the roadway as-is.
 - Leaving the roadway as-is but restricting left turns during peak hours.

- Widening the roadway approximately 12 feet to add a center left turn lane.
- Widening the roadway approximately 18 feet to add a median with left turn lanes.
- Some hybrid of one or more of the above alternatives.

In addition to the cost of such a project, the impact of widening on the adjacent properties and neighborhoods must be considered along with the traffic and safety benefits of such a project. Because the roadway is classified as a Minor Arterial, widening could be eligible for federal financial participation through the regional solicitation process.

8. Work with Hennepin County and the City of New Hope to study CSAH 10 (56th Avenue a.k.a. Bass Lake Road) west of Jersey Avenue to determine the appropriateness of the existing four-lane configuration for current and future traffic volumes. The study should examine options to improve safety and handle traffic volumes, including but not limited to the following alternatives:

- Leaving the roadway as-is.
- Leaving the roadway as-is but restricting left turns during peak hours.
- Widening the roadway approximately 12 feet to add a center left turn lane.
- Widening the roadway approximately 18 feet to add a median with left turn lanes.
- Some hybrid of one or more of the above alternatives.

In addition to the cost of such a project, the impact of widening on the adjacent properties and neighborhoods must be considered along with the traffic and safety benefits of such a project. Because the roadway is classified as a Minor Arterial, widening could be eligible for federal financial participation through the regional solicitation process.

9. Consider specific streetscape improvements along existing roadways that are not likely to be subject to major roadway improvements (i.e. full reconstruction and/or widening) for the foreseeable future.

IMPLEMENTATION ITEMS LACKING CITIZEN TASK FORCE CONSENSUS

1. Some members of the Task Force do not support additional re-striping projects that would convert existing four lane roads to three lane roads.
2. Some members of the Task Force are opposed to any widening of 36th Avenue from Welcome Avenue to CSAH 102 (Douglas Drive).

FIGURE J-1(a) FUNCTIONAL CLASSIFICATION/TRAFFIC VOLUMES (NORTH HALF)

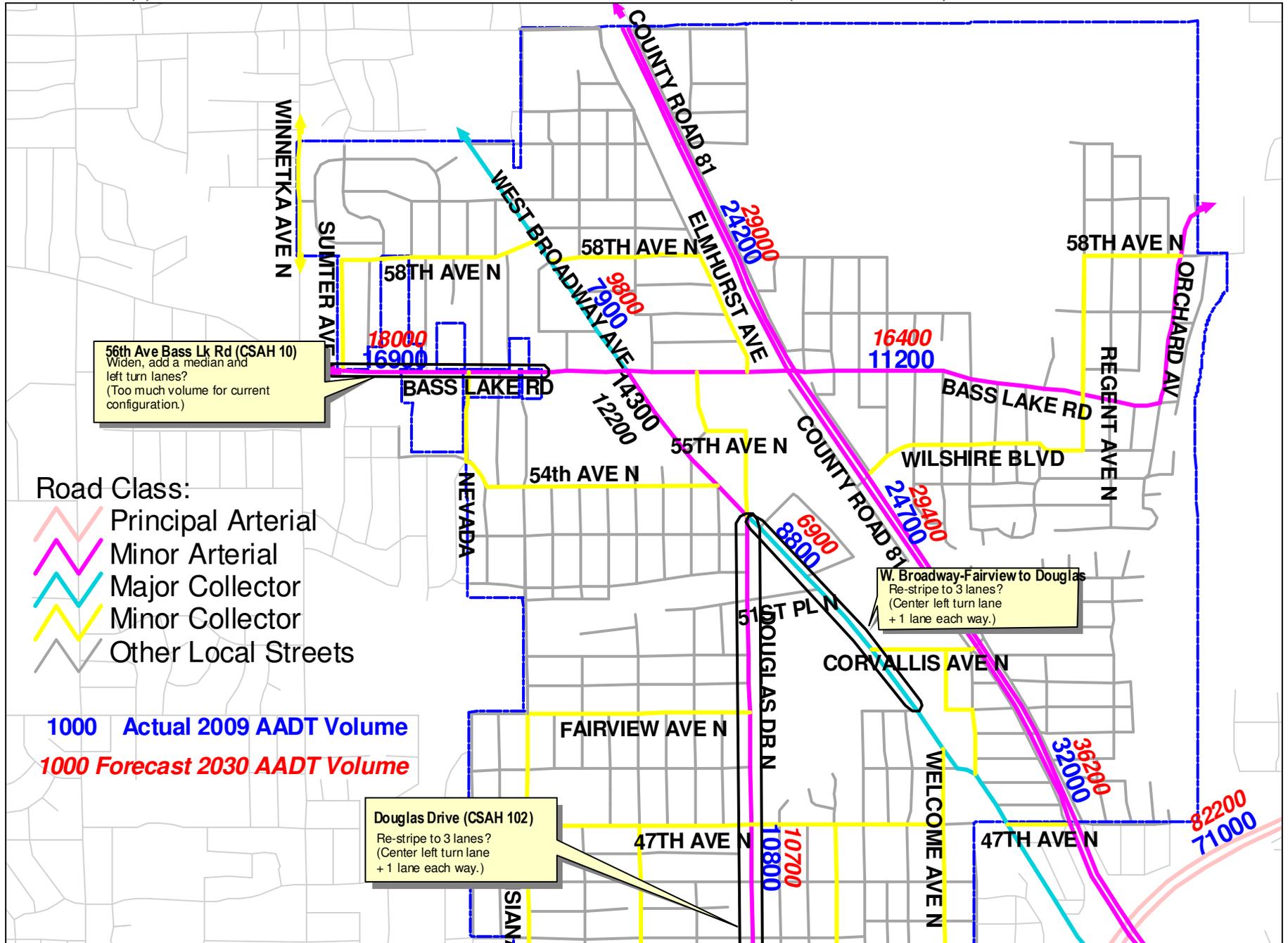
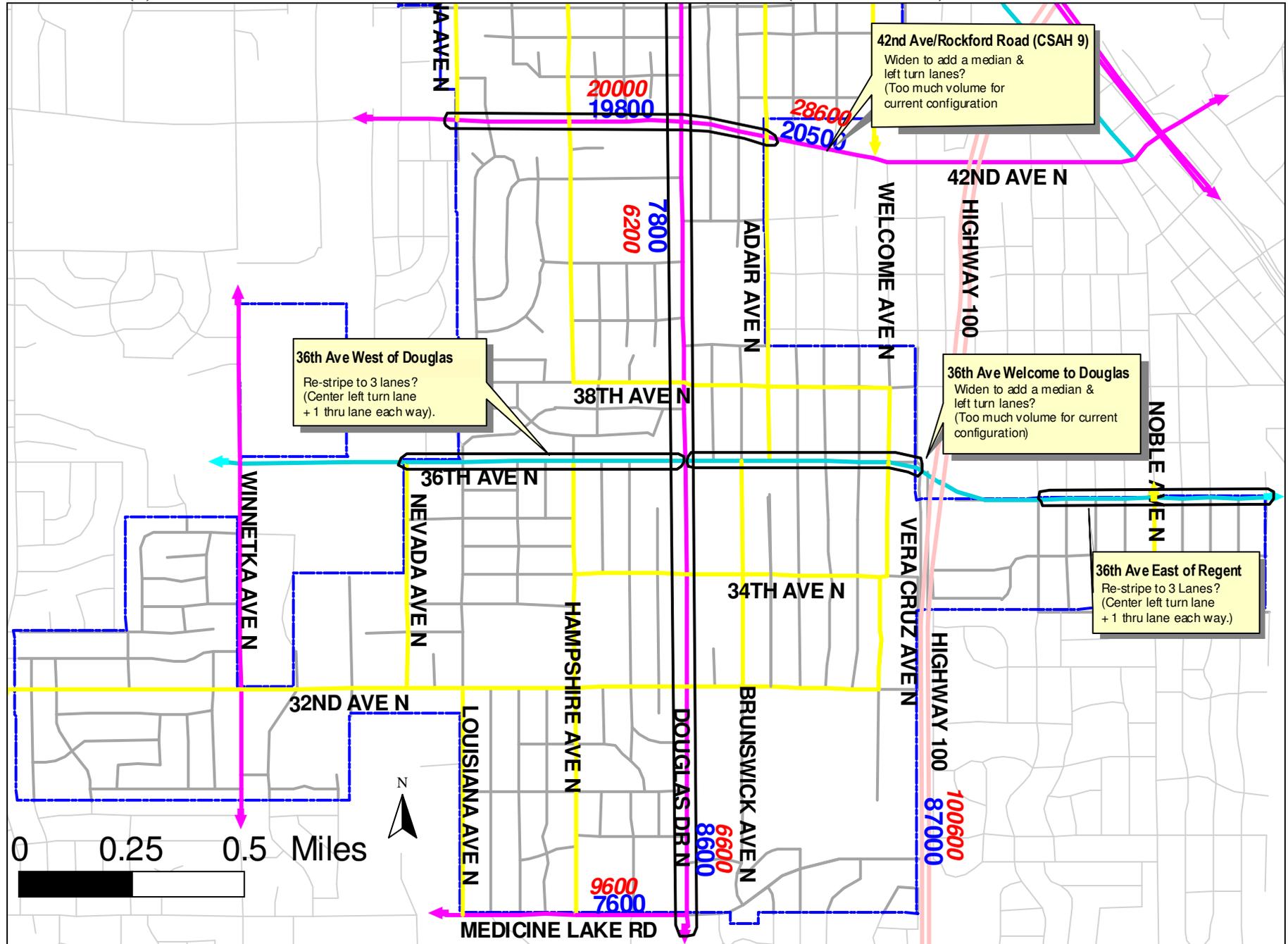


FIGURE J-1(b) FUNCTIONAL CLASSIFICATION/TRAFFIC VOLUMES (SOUTH HALF)



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TABLE J-1 2030 FORECAST OF POPULATION, HOUSEHOLDS AND EMPLOYMENT BY TRAFFIC ACTIVITY ZONE (TAZ)

ORIGINAL MET COUNCIL FORECAST					<i>From Met Council's Regional Development Framework as of January 9, 2008</i>							
TAZ	<u>POPULATION:</u>		Change 2000-2030		<u>HOUSEHOLDS:</u>		Change 2000-2030		<u>EMPLOYMENT:</u>		Change 2000-2030	
	2000	2030	number	percent	2000	2030	number	percent	2000	2030	number	percent
689	1,348	1,395	47	3.5%	522	584	62	11.9%	0	0	0	n/a
701	3,622	3,750	128	3.5%	1,639	1,833	194	11.8%	167	240	73	43.7%
706	839	869	30	3.6%	353	395	42	11.9%	558	810	252	45.2%
707	2,006	2,077	71	3.5%	783	875	92	11.7%	795	1150	355	44.7%
710	784	812	28	3.6%	311	348	37	11.9%	204	295	91	44.6%
711	1,661	1,720	59	3.6%	769	860	91	11.8%	272	395	123	45.2%
718	1,773	1,836	63	3.6%	699	782	83	11.9%	927	1295	368	39.7%
719	2,116	2,191	75	3.5%	853	954	101	11.8%	165	240	75	45.5%
720	1,591	1,647	56	3.5%	643	719	76	11.8%	136	200	64	47.1%
723	2,604	2,696	92	3.5%	1,017	1,137	120	11.8%	300	430	130	43.3%
724	782	810	28	3.6%	407	455	48	11.8%	990	1425	435	43.9%
725	1,403	1,452	49	3.5%	514	575	61	11.9%	277	400	123	44.4%
726	1,204	1,246	42	3.5%	475	531	56	11.8%	167	240	73	43.7%
727	965	999	34	3.5%	404	452	48	11.9%	680	980	300	44.1%
TOTALS:	22,698	23,500	802	3.5%	9,389	10,500	1,111	11.8%	5,638	8,100	2,462	43.7%

CITY / REVISED MET COUNCIL FORECAST					<i>For Comprehensive Plan Update - revised Met Council forecast as of February 25, 2011</i>							
TAZ	<u>POPULATION:</u>		Change 2000-2030		<u>HOUSEHOLDS:</u>		Change 2000-2030		<u>EMPLOYMENT:</u>		Change 2000-2030	
	2000	2030	number	percent	2000	2030	number	percent	2000	2030	number	percent
689	1,348	1,154	-194	-14.4%	522	522	0	0.0%	0	0	0	n/a
701	3,622	3,744	122	3.4%	1,639	1,694	55	3.4%	167	332	165	98.8%
706	839	895	56	6.7%	353	405	52	14.7%	558	593	35	6.3%
707	2,006	2,024	18	0.9%	783	916	133	17.0%	795	805	10	1.3%
710	784	804	20	2.6%	311	364	53	17.0%	204	244	40	19.6%
711	1,661	1,713	52	3.1%	769	775	6	0.8%	272	277	5	1.8%
718	1,773	1,558	-215	-12.1%	699	705	6	0.9%	927	1,032	105	11.3%
719	2,116	1,898	-218	-10.3%	853	859	6	0.7%	165	175	10	6.1%
720	1,591	1,713	122	7.7%	643	775	132	20.5%	136	216	80	58.8%
723	2,604	2,252	-352	-13.5%	1,017	1,019	2	0.2%	300	305	5	1.7%
724	782	1,021	239	30.6%	407	462	55	13.5%	990	1,215	225	22.7%
725	1,403	1,140	-263	-18.7%	514	516	2	0.4%	277	497	220	79.4%
726	1,204	1,165	-39	-3.3%	475	527	52	10.9%	167	209	42	25.1%
727	965	1,019	54	5.6%	404	461	57	14.1%	680	700	20	2.9%
TOTALS:	22,698	22,100	-598	-2.6%	9,389	10,000	611	6.5%	5,638	6,600	962	17.1%

2.42 was avg. population/household in 2000
 2.21 is forecast 2030 avg. population/household

Light-shaded TAZs are those forecast to have >50 more households OR >50 more jobs from 2000-2030

Dark-shaded TAZs are those forecast to have >50 more households AND >50 more jobs from 2000-2030

FIGURE J-2(a) CRYSTAL TRAFFIC ACTIVITY ZONES (“TAZ”) (NORTH HALF)

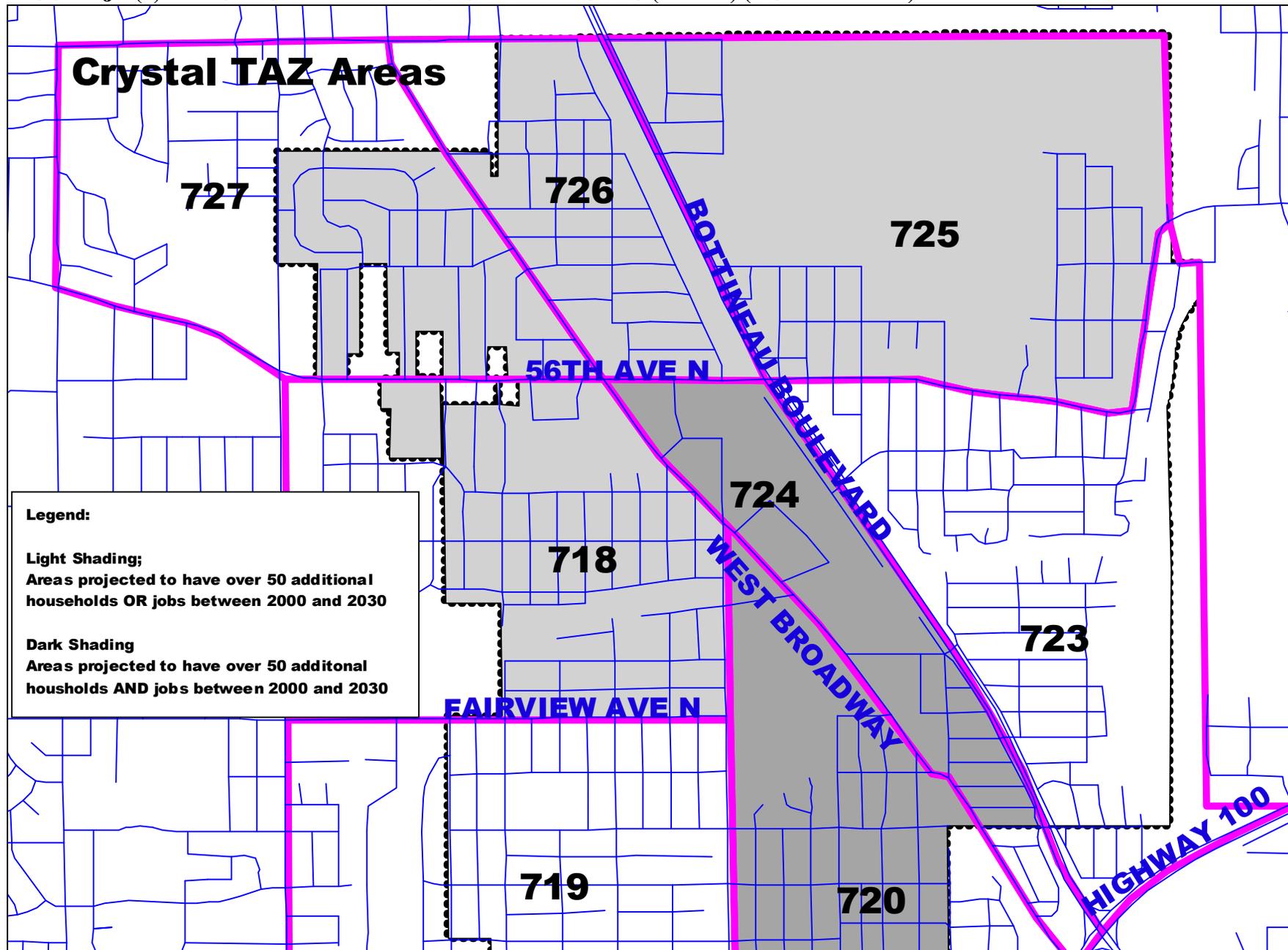
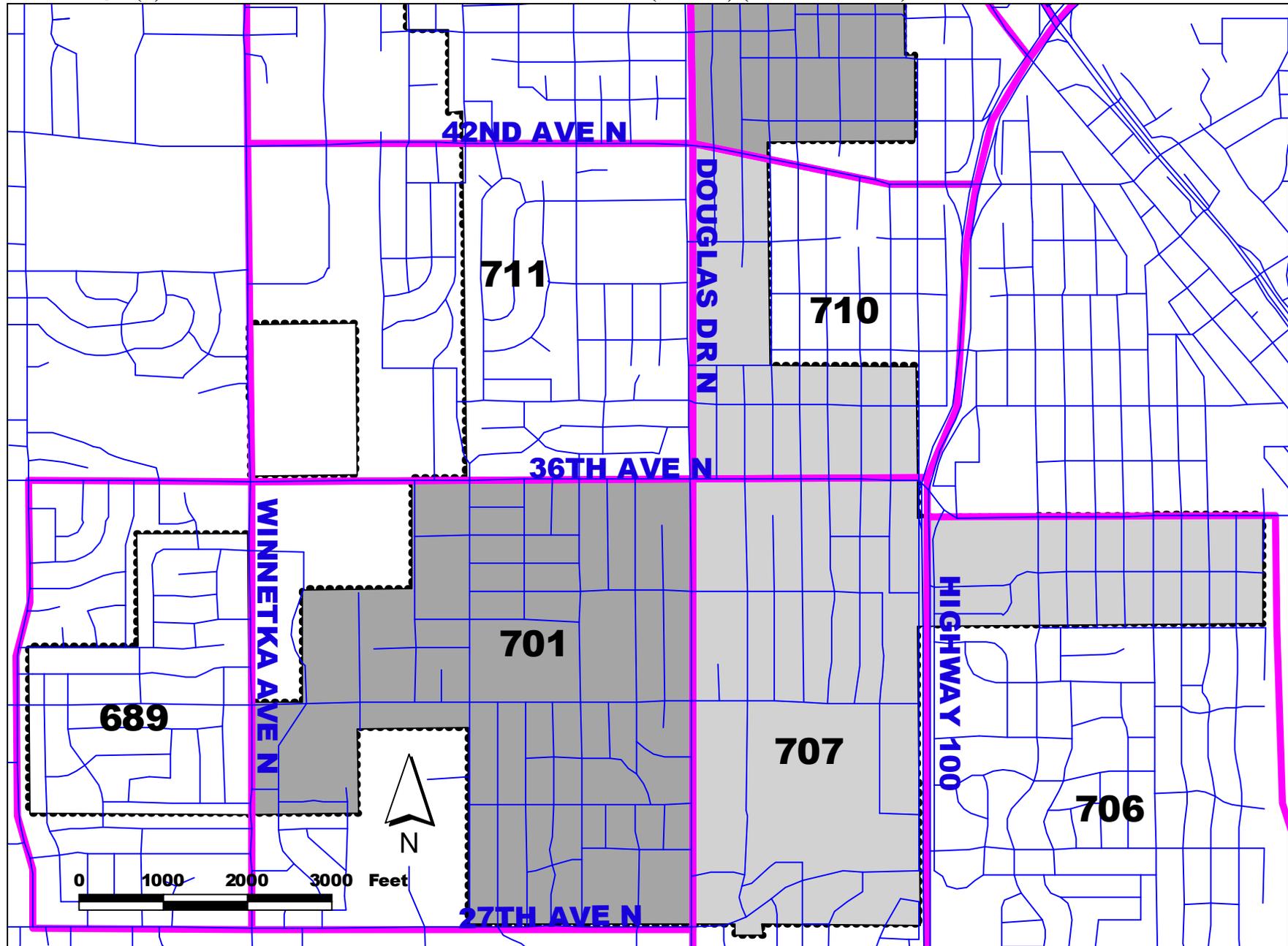


FIGURE J-2(b) CRYSTAL TRAFFIC ACTIVITY ZONES (“TAZ”) (SOUTH HALF)



PUBLIC COMMENT RECEIVED
(Comments presented as written, without correction.)

COMMENT CARD SUMMARY FROM OPEN HOUSE #1 (November 15, 2007):

- The Bass Lake restriping was done very well. We feel it is safer now.
- Please improve intersection of Douglas Drive and W. Broadway. Could it be made prettier?
- Resurface and beautify what you now call Bottineau Blvd. No 6 or 8 lane super Hyway! Before you do anything get the Environment Impact Statement. Increase – holding ponds Water garden Trees – take down no trees They absorb CO2 helping prevent global warming.
- Resurface 81 do not widen just repave it and make clover leaf's at intersections.
- Keep 81 to 4 lanes, light at 47th
- Restriping Douglas Drive to 3 lanes would be terrible as far as traffic increase on Hampshire & Adair Avenues between 38th + 42nd Ave's. Traffic is already using Hampshire + Adair to avoid the intersection at 42nd + Douglas. If they turn that intersection into 1 lane each direction Hampshire + Adair will end up with a huge traffic increase.
- Come up with a plan that will move the traffic on Hampshire from 42nd Ave to 38th Ave back where it belongs. – Commuters are currently using Hampshire and 38th Ave to circumnavigate the light at 42nd & Douglas. In doing so they are adding unwanted traffic to these residential streets and have no regard for the speed limit. This is a safety issue!
- Desparately need traffic light on 36th & Regent - - daily accidents.
- Please don't widen roads in neighborhoods. Keep the speed on the freeways which they are designed for. Neighborhoods are for our homes

COMMENT CARD SUMMARY FROM OPEN HOUSE #2 (April 17, 2008):

- Have traffic signal warning lights at the crest of the railroad bridge to indicate blind signal color over the crest. Install solar powered speed signs (radar) on 81 through Cavanagh Oaks section.
- Bass Lk Rd – Leave as is – enforce traffic laws. East Bass Lk Rd Restriping not functional or easy flowing.
- Too much fast traffic from Douglas Dr – up 32nd Ave down Welcome to 36th. Garbage cans in front of homes, garages
- I'm OK w/Douglas Dr. made into 3 lanes if there are designated Bike lanes. We should design bike lanes into any reconfiguring of streets.
- 36th & Regent area - add stop light, very dangerous intersection. Slow traffic – many speeders - 3 lanes as suggested may help. Area going into school with no stoplight very dangerous, need a turn

arrow. Many properties have fencing next to sidewalk – can't see when turning onto 36th from side streets unless you pull way out, some trees affect this too.

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CHAPTER K

NON-MOTORIZED TRANSPORTATION

CHAPTER OVERVIEW

This chapter addresses the need for facilities to accommodate pedestrian and bicycle travel.

The following terms are used frequently throughout this chapter:

- **Sidewalk.** A facility primarily for pedestrians, and typically (but not always) constructed of concrete. Sidewalks may be placed directly behind the curb or may be separated from the roadway by a boulevard area.
- **Multi-Use Path.** A facility for both pedestrians and bicyclists, and typically (but not always) constructed of bituminous pavement. Multi-use paths may be placed in the same manner as sidewalks or substantially further separated from the roadway; for example, paths are sometimes located in separate right-of-way or in a public park.
- **Bike Lane.** A facility primarily for bicyclists. Bike lanes may be shared as a roadway shoulder (“breakdown lane”) or as a parking lane.

BACKGROUND

Most of Crystal was developed in an era when little thought was given to long-term planning in general and non-motorized transportation facilities in particular. This means that the city’s natural, obvious potential routes typically along lowlands, lakefronts, creeksides, etc. were mostly platted and developed many decades ago. Therefore Crystal today has a limited opportunity to create a system of facilities for non-motorized transportation. It must be understood that the city’s resources are limited and the city will never have the sort of complete, interconnected system found in many of the more recently developed suburbs.

The current (2000) Comprehensive Plan contains this element in its Parks, Open Space and Trails section. It includes a map of existing sidewalks, a policy for building new sidewalks, and a map showing different types of trails and other facilities for non-motorized transportation.

In December 2004, the City Council adopted a Sidewalk Construction Program to implement the sidewalk policy in the 2000 Comprehensive Plan. The adopted program included maps showing the existing sidewalk system and three different priority levels for potential future sidewalks. This sidewalk program has been incorporated into this Comprehensive Plan, with some updates and modifications.

NON-MOTORIZED TRANSPORTATION POLICIES

1. Take advantage of low-cost opportunities to improve and publicize existing non-motorized transportation opportunities. Examples include designating striped shoulders or parking lanes as bike lanes and adoption of an official Sidewalk, Path and Bike Lane Map.
2. Continue to construct sidewalks in accordance with the Sidewalk Construction Program approved by the City Council in December 2004, subject to changes described in this plan.

3. In some areas where a multi-use path is desired, it may be more practical to utilize a combination of a sidewalk and a bike lane. It is the policy of the city to consider such a combined facility to be an acceptable substitute for a multi-use path. However, Three Rivers Park District, the implementation agency for the possible Crystal Lake and Bassett Creek Regional Trails, may not consider such a combined facility to be an acceptable substitute.
4. Work to complete regional connections to improve Crystal residents' access to regional destinations and facilities including Theodore Wirth Park, French Regional Park, and Elm Creek Park Reserve.
5. Explore the potential to create additional non-motorized transportation opportunities in those areas where the lay of the land has prevented standard suburban development and some remnants of the pre-development landscape remain.

NON-MOTORIZED TRANSPORTATION IMPLEMENTATION ITEMS

1. Adopt an official Sidewalk, Path and Bike Lane Map showing existing facilities, and make it available on the city website as well as at community facilities and in the new homeowner packets. To ensure its usefulness by the general public, this map will be updated as additional facilities are added.
2. Consider options for improving safety at the marked pedestrian crosswalk on CSAH 102 (Douglas Drive) at Fairview Avenue near the Crystal Community Center / pool complex.
3. Sidewalks are to be constructed in accordance with the Sidewalk Construction Program approved by the City Council in December 2004, with the following changes:
 - Sidewalk along Yates Avenue from Wilshire Boulevard to 57th Avenue changed from Priority 2 to Priority 3.
 - Sidewalk along 51st Avenue east of Toledo Avenue changed from Priority 2 to Priority 3.
 - Sidewalk along Vera Cruz Avenue from West Broadway to Corvallis Avenue added as Priority 1.
 - Sidewalk south from 38th Avenue to Hampshire Avenue via Jersey Avenue and Markwood Drive added as Priority 3.
 - Sidewalk along Medicine Lake Road from Brunswick Avenue to Zane Avenue and north along Zane Avenue to Bassett Creek Park path connection added as Priority 3.
4. A multi-use path to be built by Hennepin County along a reconstructed CSAH 81 through Crystal. Final design has been approved and the project is going to bid in spring 2010. Ultimately this may become part of the Crystal Lake Regional Trail which, if built, would provide a regional connection from Theodore Wirth Regional Park to Elm Creek Park Reserve. Three Rivers Park District would be the implementing agency for the Crystal Lake Regional Trail.
5. Possible Bassett Creek Regional Trail which would facilitate a regional connection from Theodore Wirth Park to French Regional Park. Three Rivers Park District would be the implementing agency for the Bassett Creek Regional Trail. The City of Crystal's preferred alignment for this trail is 36th Avenue between Boone and Nevada Avenues, Nevada Avenue between 36th and 32nd Avenues, and 32nd Avenue between Nevada and Vera Cruz Avenues. New

Hope would have to concur for this alignment to be built. The City of Crystal understands the need to facilitate a regional trail connection between Theodore Wirth and French Regional Parks and will work with Three Rivers Park District to determine a safe alignment for the trail as it passes through Crystal and New Hope.

6. Roadways with existing striped shoulders or parking lanes on both sides of the street will be designated as bike lanes where feasible. These existing segments are as follows:
 - CSAH 10 (56th Avenue a.k.a. Bass Lake Road) east of Yates Avenue.
 - Noble Avenue south of 36th Avenue.
 - 32nd Avenue from Louisiana Avenue to Winnetka Avenue.
 - Louisiana Avenue from CSAH 70 (27th Avenue a.k.a. Medicine Lake Rd) to 32nd Avenue.
 - CSAH 70 (27th Avenue a.k.a. Medicine Lake Road) west of CSAH 102 (Douglas Drive).These should be signed as bike lanes (if too narrow for parking to be permitted) or dual use parking - bike lanes (if wide enough for parking to be permitted). In cases where a striped shoulder is located on only one side of the street, then it should not be signed as a bike lane.

7. As additional roadways are re-striped or reconstructed with shoulders or parking lanes on both sides of the street, they too will be designated as bike lanes where feasible. These potential segments include but are not limited to the following:
 - West Broadway north of 57th Avenue (reconstruction).
 - West Broadway from CSAH 102 (Douglas Drive) south to Fairview Avenue (re-striping).
 - West Broadway south of Fairview Avenue (reconstruction).
 - CSAH 102 (Douglas Drive) south of West Broadway.
 - 36th Avenue west of CSAH 102 (Douglas Drive)
 - 36th Avenue east of Regent Avenue.These should be signed as bike lanes (if too narrow for parking to be permitted) or dual use parking and bike lanes (if wide enough for parking to be permitted). In cases where a striped shoulder is located on only one side of the street, then it should not be signed as a bike lane.

8. Study the feasibility of constructing some sort of connection along the “Chain of Ponds” extending from Memory Lane Pond at 45th and Louisiana to the Gaulke pond east of Douglas at 40th. Such study will include consideration of engineering challenges, necessary property acquisitions, and public comment.

9. Study the feasibility of constructing a trail along Bassett Creek from 32nd Avenue to 36th Avenue. Such study will include consideration of engineering challenges, necessary property acquisitions, and public comment.

10. Study the potential need for and feasibility of a ped/bike bridge in the general vicinity of CSAH 81 (Bottineau Boulevard) and CSAH 10 (56th Avenue a.k.a. Bass Lake Road). Such a study would be obviously important if the Northwest/Bottineau Transitway is constructed. Until that occurs, the need for a ped/bike bridge is not as obvious.

11. Work with Three Rivers Park District to consider options for improving safety at the marked pedestrian crosswalk on CSAH 102 (Douglas Drive) at 32nd Avenue. This location is where the possible Bassett Creek Regional Trail would cross Douglas Drive.

IMPLEMENTATION ITEMS LACKING CITIZEN TASK FORCE CONSENSUS

1. Some members of the Task Force do not support construction of sidewalks without the support of abutting property owners.
2. Some members of the Task Force wanted to see a trail connection over or under the CP railroad between the Cavanagh Oaks and Twin Oaks neighborhoods, but staff did not include this because of the engineering challenges of such a connection and the fact that there will be a multi-use trail over the railroad on both sides of CSAH 81 (Bottineau Boulevard)
3. Some members of the Task Force do not support construction of a trail along Bassett Creek from 32nd Avenue to 36th Avenue.

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FIGURE K-1(a) NON-MOTORIZED TRANSPORTATION (NORTH HALF)

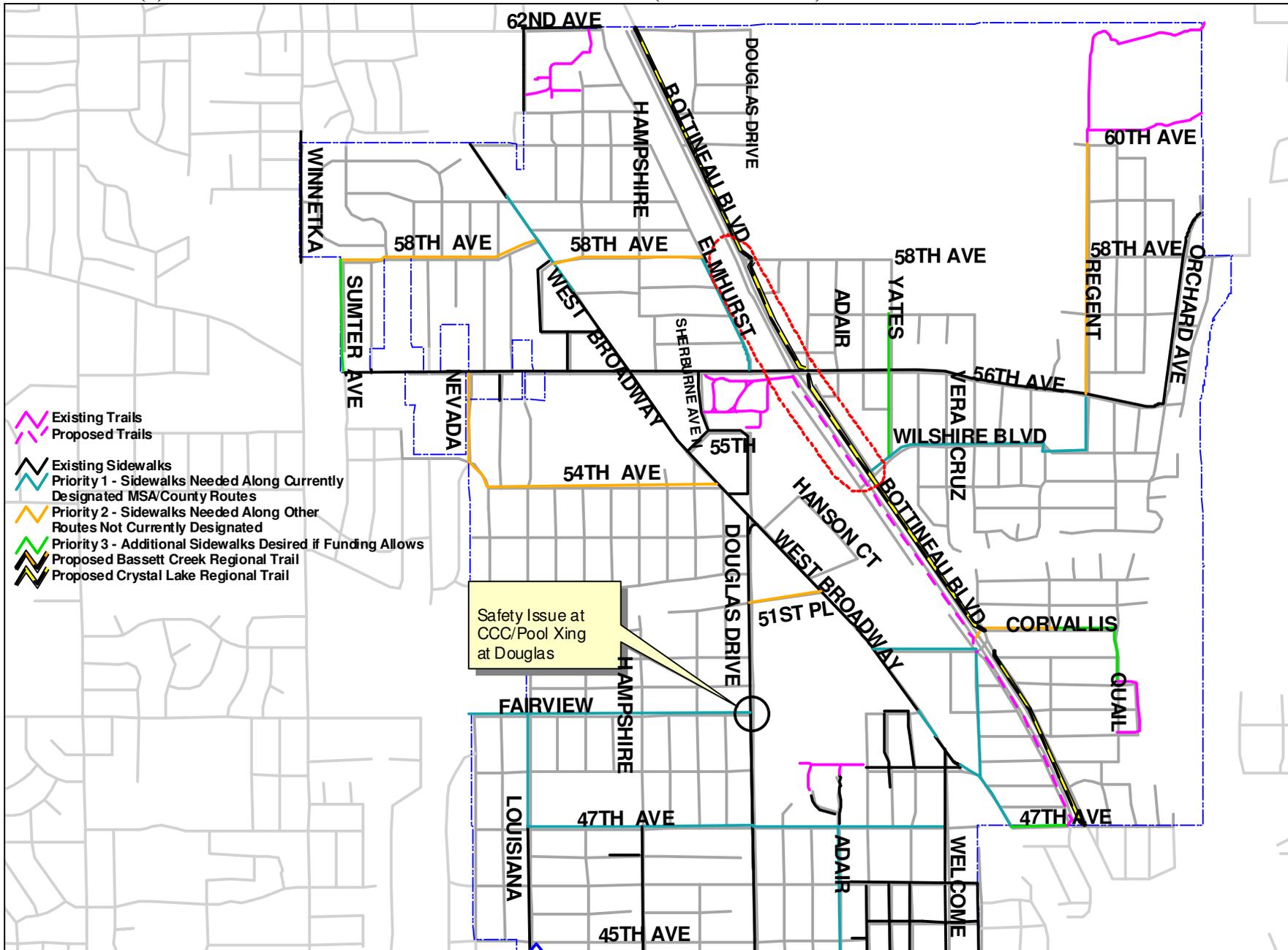
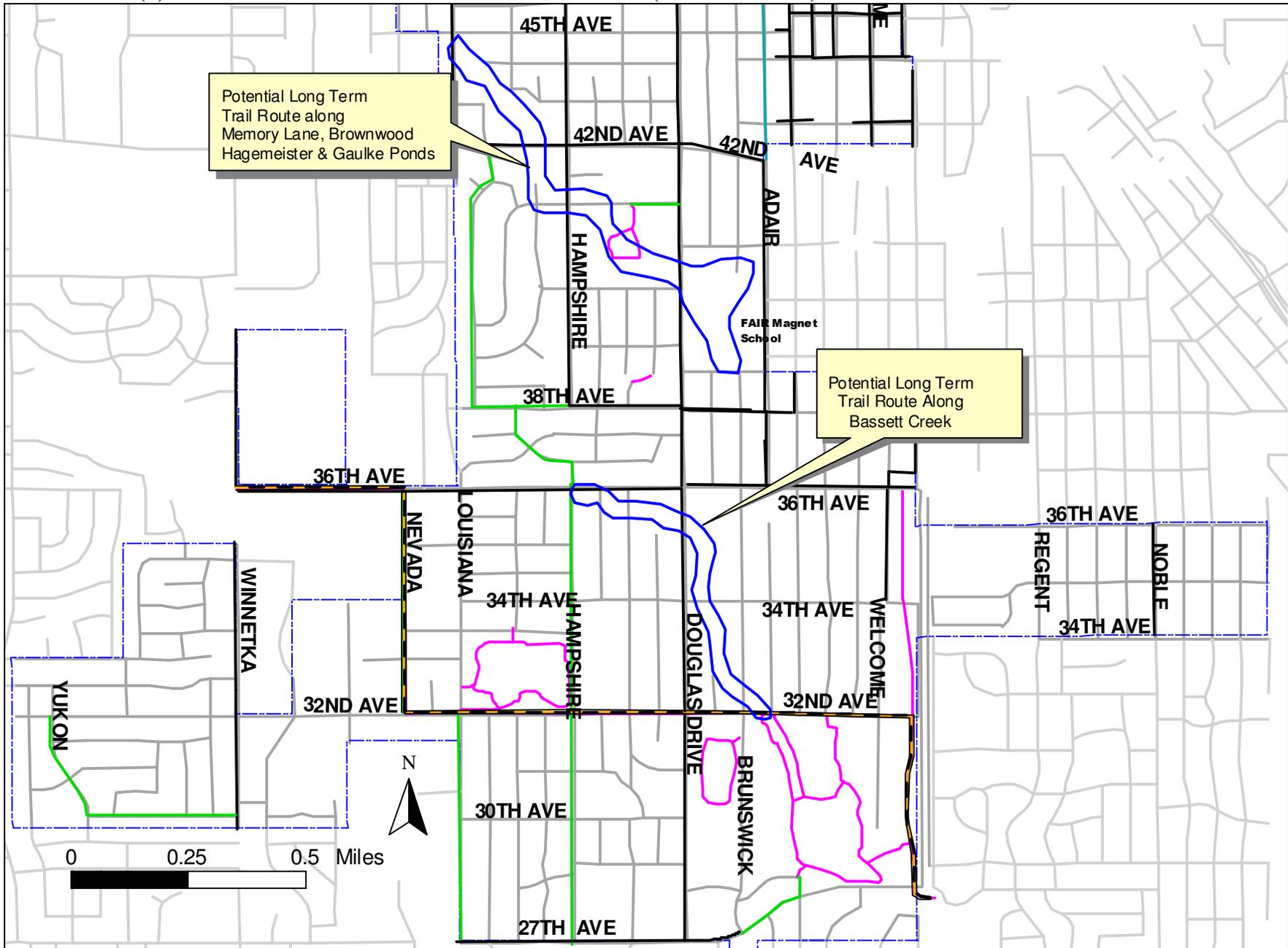


FIGURE K-1(b) NON-MOTORIZED TRANSPORTATION (SOUTH HALF)



PUBLIC COMMENT RECEIVED
(Comments presented as written, without correction.)

COMMENT CARD SUMMARY FROM OPEN HOUSE #1 (November 15, 2007):

- No bike path needed at 56th + Orchard.
- No side walks on Quail near Corvallis + 50 – no room. Destroying 100 year old oaks is criminal to do anything re: roads or sidewalks.
- Park trails: Please do not make a trail in Brownwood Park – especially if private property involved.
- Proposed? Connection over RR? Use existing at pump house located at Quail & Angeline
- Thank you for retaining wall on the east side of my lot – Now I can see what in on the side walk – so you don't hit a pedestrian or bicycle.
- Concerned about bike trail and danger having it cross roads like douglas drive. Even wit stoplight; possible still dangerous

COMMENT CARD SUMMARY FROM OPEN HOUSE #2 (April 17, 2008):

- Put bike trail next to sound wall on Hwy 100 to connect trail south of 36th to T.H. 81 trail.
- Add pedestrian access to Bassett Ck Park from Douglas Dr. thru wooded area.
- Concern about how you would put bike lanes on Douglas Dr.
- Please put in the Crystal Newsletter the law about stopping for pedestrians at intersections. Crossing 36th on Brunswick is a Big waiting game. Drivers can't be bothered slowing down let alone stop.
- Sidewalk/59th - I do not want 59th Ave N. designated as a state aid road. I don't want side walks or road striping. I like our street the way it is. It doesn't make any sence to put a sidewalk from a dead end road – Elmhurst to West Broadway – not that much walking traffic.
- Please leave 32nd from Douglas to Hampshire the way it is. Do not make any changes for a regional bike trail.
- Stop putting sidewalks on MSA Streets, where there is not heavy traffic. It's a waste of funds.

COMMENTS RECEIVED VIA EMAIL:

- I would like to see at 42nd and Hampshire a pedestrian traffic light and cross walk to connect the MSA street sidewalks. If there are busier MSA Streets that connect that will be getting a sidewalk, please consider a pedestrian traffic light and cross walk to connect these sidewalks.
- Please consider bicycle traffic as one of the methods to consider for transportation.

CHAPTER L PUBLIC TRANSIT

CHAPTER OVERVIEW

This chapter discusses Metro Transit’s current service to the City of Crystal and the potential for a regional transit line, called the Northwest/Bottineau Transitway. This regional transit route would pass through Crystal generally parallel to CSAH 81 (Bottineau Boulevard), and would likely include a station in the vicinity of CSAH 10 (56th Avenue a.k.a. Bass Lake Road).

BACKGROUND

Crystal is served by Metro Transit, an arm of the Metropolitan Council. Route locations and frequency/type of service are therefore determined by another government agency and is almost entirely beyond the city’s control. Crystal is located in Transit Market Area II, which may include regular route locals, all day expresses, small vehicle circulators, special needs paratransit and ridesharing.

The existing fixed route system was recently modified by Metro Transit after an extensive public involvement process. The following Metro Transit routes currently serve Crystal:

- 14: follows 36th and Douglas in Crystal; connects to the Robbinsdale transit center (Hubbard Marketplace) and serves Honeywell in Golden Valley as well as downtown Minneapolis via West Broadway.
- 705: Follows Winnetka Avenue intermittently through Crystal; connects to the Starlite transit center in Brooklyn Park and the Louisiana Avenue transit center in St. Louis Park.
- 716: Follows 42nd Avenue, Douglas Drive and West Broadway in Crystal; connects to the Robbinsdale transit center and serves the 63rd Avenue & Bottineau Boulevard park-n-ride facility as well as the Zane Avenue corridor in Brooklyn Park.
- 717: Follows 42nd Avenue through Crystal; connects to Cub Foods at Nathan Lane in Plymouth and the Robbinsdale transit center (Hubbard Marketplace).
- 721: Follows 56th Avenue North (Bass Lake Road) in Crystal; connects to the Brooklyn Center transit center (Brookdale) and serves Hennepin Technical College in Brooklyn Park.
- 755: Follows Winnetka Avenue in Crystal with a limited service loop to Nevada Avenue; serves New Hope as well as downtown Minneapolis via Golden Valley and TH 55.
- 758: Follows Douglas Drive and West Broadway and a short segment of Noble Avenue in Crystal; connects to the Robbinsdale transit center (Hubbard Marketplace) and serves Honeywell in Golden Valley as well as the 63rd Avenue & Bottineau Boulevard park-n-ride facility in Brooklyn Park.
- 764: Similar to 715, except that instead of connecting to the Robbinsdale transit center (Hubbard Marketplace), it provides express service to downtown Minneapolis via TH 100 and I-394.

- 767: Follows 56th Avenue (Bass Lake Road) and West Broadway on its way from New Hope to the 63rd Avenue & Bottineau Boulevard park-n-ride facility and express service from there to downtown Minneapolis via I-94.

The potential Northwest/Bottineau Transitway would pass through Crystal on an alignment roughly parallel to CSAH 81 (Bottineau Boulevard) and the BNSF railroad. This facility is indicated in Metropolitan Council's Regional Framework as a Tier 1 (meaning high priority) facility but it has not progressed beyond the preliminary concept phase. The technology for this transitway is undetermined but would likely be either Bus Rapid Transit or Light Rail Transit. An alternatives analysis is presently underway to determine the best transit technology for the corridor.

Non-fixed route providers serving Crystal include Metro Mobility, PRISM Express and Five Cities Senior Transportation.

The current (2000) Comprehensive Plan describes additional transit service desired by the community. Such discussions are not included in this new Comprehensive Plan because Metro Transit has its own planning process which would solicit community input if such changes are considered in the future.

PUBLIC TRANSIT POLICIES

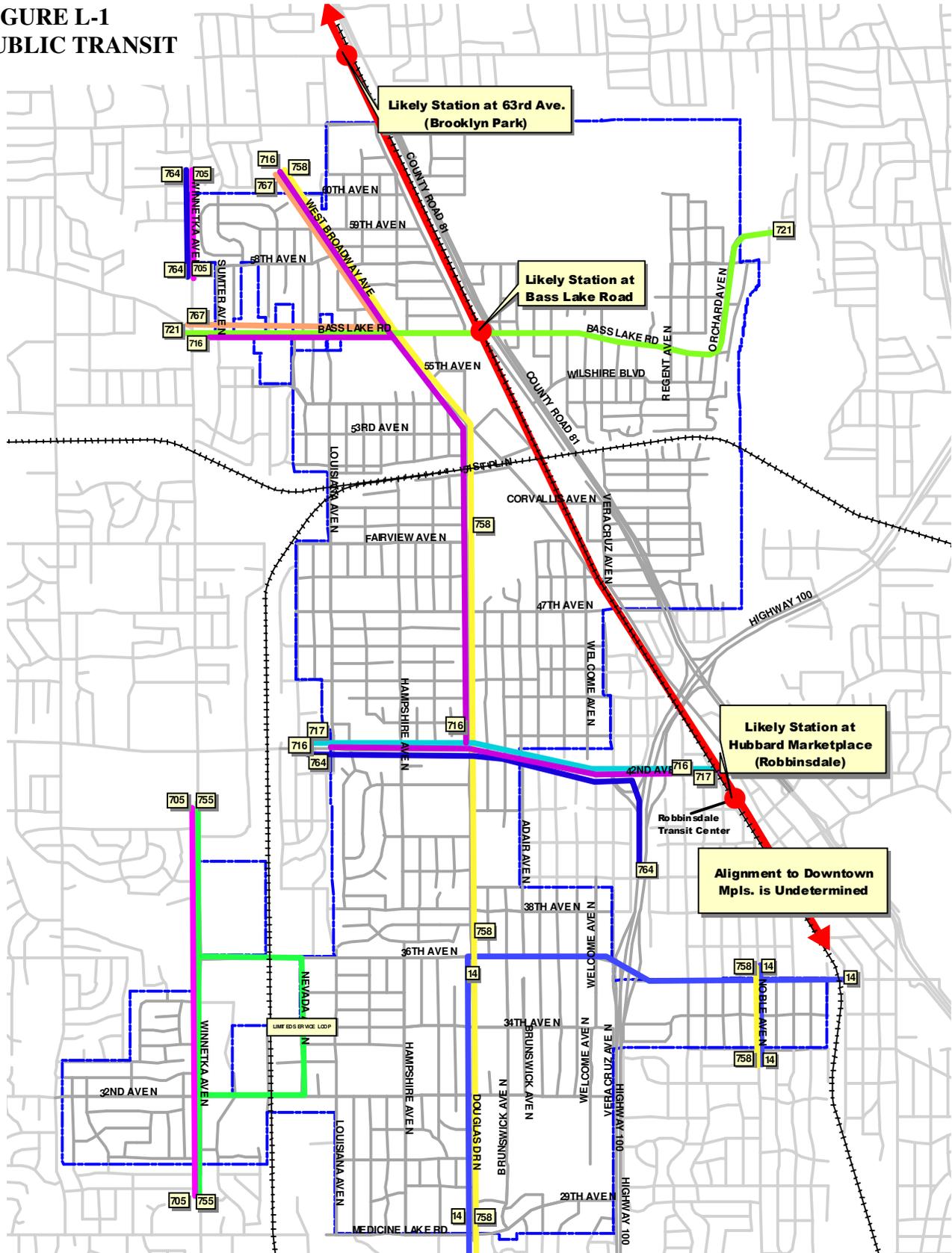
1. It is the policy of the city that the preferred technology for the Northwest/Bottineau Transitway is light rail transit (LRT).

Note: Because the city does not have the resources or authority to operate its own public transit service, and is dependent on a regional agency (Metro Transit) for that service, there is little for the city to do in terms of policy regarding the bus route system.

PUBLIC TRANSIT IMPLEMENTATION ITEMS

1. Monitor and, as needed, participate in any Metro Transit consideration of modifying, expanding or eliminating transit service to the city.
2. Exercise the city's land use authority and any applicable municipal consent powers regarding any such changes in service or new facilities proposed by Metro Transit.
3. Continue to support the development of the Northwest/Bottineau Transitway with LRT as the preferred technology.

**FIGURE L-1
PUBLIC TRANSIT**



EXISTING METRO TRANSIT ROUTES				14	 POTENTIAL TRANSITWAY NORTHWEST/BOTTINEAU	 N
705	716	717	721			
755	758	764	767			

PUBLIC COMMENT RECEIVED

NONE

CHAPTER M AVIATION (CRYSTAL AIRPORT)

CHAPTER OVERVIEW

This chapter addresses the role of the Crystal Airport in the regional aviation system, describes the city's policies for accommodating the continued operation of the facility by the Metropolitan Airports Commission, and reaffirms the city's position favoring closure of the airport and redevelopment of the site.

The city recognizes that its preference for closure of the Crystal Airport and redevelopment of the site is different from regional system plans (the Transportation Systems Plan adopted by Metropolitan Council) and the airport operator's plans (the Long-Term Comprehensive Plan for the Crystal Airport adopted by the Metropolitan Airports Commission). However, notwithstanding the city's preference, the policies contained within this Comprehensive Plan are intended to accommodate the continued operation of the Crystal Airport in conformance with regional system plans.

BACKGROUND

Crystal Airport (airport identifier "MIC") is owned and operated by the Metropolitan Airports Commission (MAC), a state agency. The airport also operates five other reliever airports and Minneapolis-St. Paul International Airport. MAC's other five reliever airports are:

- St. Paul Downtown in the city of St. Paul (airport identifier "STP")
- Flying Cloud in the city of Eden Prairie (airport identifier "FCM")
- Anoka County in the city of Blaine (airport identifier "ANE")
- Airlake in the city of Lakeville (airport identifier "LVN")
- Lake Elmo in central Washington County (airport identifier "21D")

MAC classifies Crystal, Airlake and Lake Elmo as Minor Relievers which mainly serve personal aviation. MAC classifies its other three reliever airports, St. Paul Downtown, Flying Cloud and Anoka County, as Primary Relievers which mainly serve corporate and business aviation.

Crystal Airport was established in the 1940s, immediately prior to development of the surrounding residential areas. The airport was subsequently expanded with longer runways, additional runways and larger taxiways and hangar areas. These expansions occurred after the surrounding neighborhoods had been developed.

The state subsequently adopted regulations defining safety zones and limiting or even precluding certain land uses in each zone. These regulations were adopted by the city in its 1983 Airport Zoning Ordinance. In Safety Zone A, nearly all development, including not only houses but also roads, is prohibited. At this time, within the city of Crystal there are 114 single family houses and 14 multi-family dwelling units in Safety Zone A, in addition to many local streets and two minor arterial roads (CSAH 81 and 10). In Safety Zone B, houses are only permitted in an ultra-low-density, rural residential setting. At this time, within the city of Crystal there are 144 single family houses and 2 multi-family dwelling units in Safety Zone B. Because these areas were fully developed prior to the state's creation of airport safety zones, they are allowed to remain as previously developed neighborhoods and new structures may be built to replace existing structures.

A map showing forecast 2025 noise contours is included as Exhibit M-4, although MAC has indicated that these noise contours will be revised as part of an environmental review process for closure of two of the airport's four runways. During and subsequent to that process, the city will work with MAC on the issue of land use compatibility related to aircraft noise.

Crystal Airport takes up approximately 436 acres, of which 336 are within the city of Crystal, 80 within the city of Brooklyn Park and 20 within the city of Brooklyn Center.

Aviation-related use of the Crystal Airport has been generally stable or declining for many years, with a pronounced decline since the Crystal Comprehensive Plan was last updated in 2000. This decline has manifested itself in many ways, including:

- A decline in the number of operations (each takeoff or landing = one operation).
- A decline in the number of airworthy aircraft (meaning, aircraft that can actually fly).
- Closure of multiple airport-based businesses.

Declining activity is also occurring to varying degrees at MAC's five other reliever airports, and at small airports nationwide, especially those that mainly serve personal aviation such as recreational pilots and hobbyists. MAC has identified those users as the primary users of the Crystal Airport.

MAC has adopted a Long-Term Comprehensive Plan (LTCP) for the Crystal Airport that would continue operation of the facility but close two of its four runways (paved primary 14R-32L and turf crosswind 6R-24L). If the two runways are closed, the number of dwelling units within Crystal in Safety Zone A would decrease from 128 to 115 and the number in Safety Zone B would decrease from 146 to 110.

One of the goals of MAC's LTCP is to allow some small parts of the airport to be used for non-aeronautical, revenue-generating business property. Such use would require City Council approval in the form of an amendment to the city's Comprehensive Plan, revisions to the Zoning Map and possibly a Conditional Use Permit depending on the specific use proposed.

POLICIES

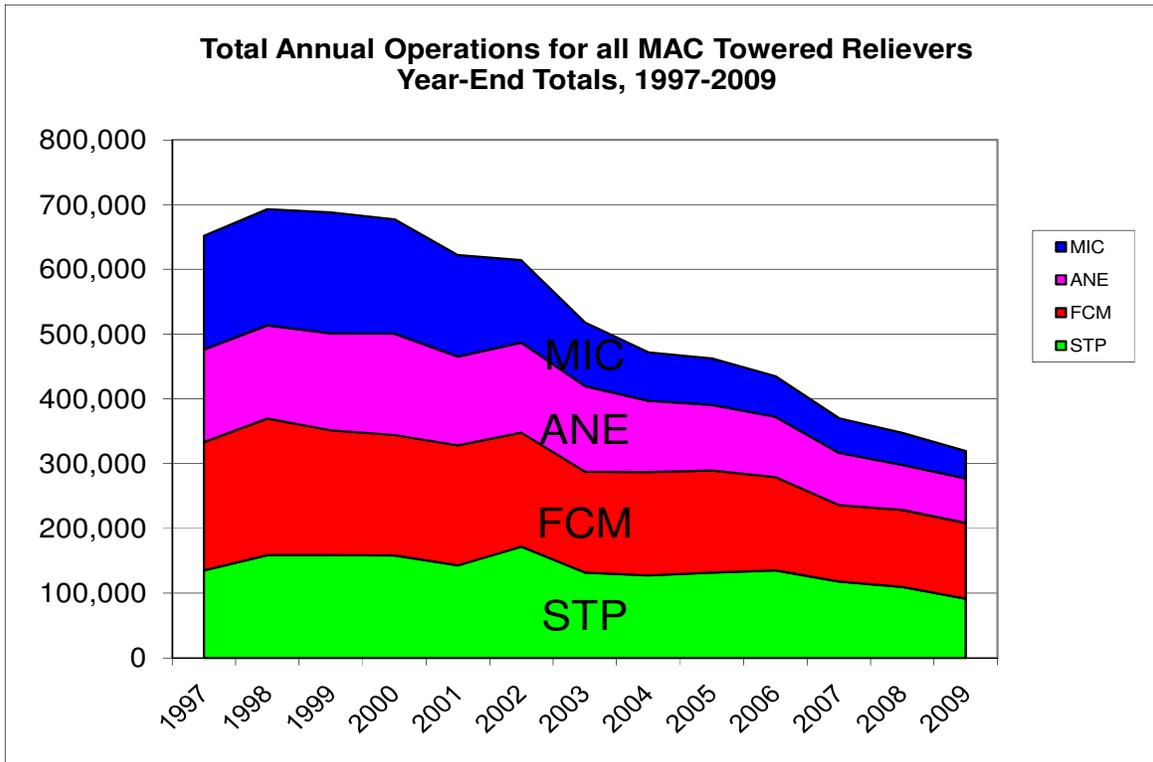
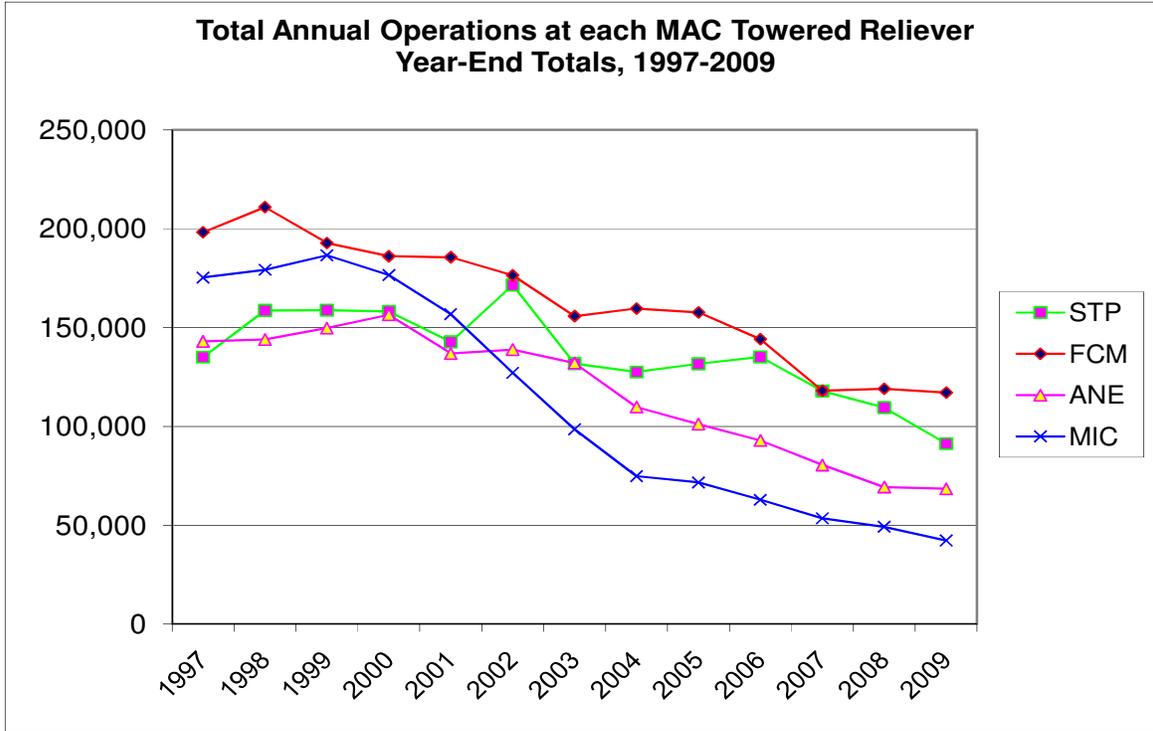
1. The city's current (2000) Comprehensive Plan states that, despite the presence of hundreds of residences within the safety zones, in which by modern standards such development would be prohibited, the Crystal Airport is likely to remain in operation as long as it is necessary for the regional aviation system. However, closure of the airport and redevelopment of the site was stated as the city's long-term policy goal. This was essentially the same policy position taken by the city in the preceding (1993) Comprehensive Plan as well. Since the 2000 Comprehensive Plan was adopted, a dramatic decline in operations has occurred not only at the Crystal Airport but also throughout most of MAC's reliever system and at personal aviation -oriented airports nationally.

However, the city recognizes that it does not have the authority to close the Crystal Airport. For this reason, the city's aviation policies are as follows:

- a) Notify the FAA in accordance with CFR - Part 77, using the FAA Form 7460-1 "Notice of Proposed Construction or Alteration". City Code Section 515.13 (Zoning – General Performance Standards) will be amended to add this provision.

- b) Continue to protect airspace in accordance with the 1983 Joint Airport Zoning Ordinance, as amended. Upon the MAC's implementation of runway closures as proposed in the Long-Term Comprehensive Plan for the Crystal Airport, the city will adopt an amended Airport Zoning Map to reflect these changes.
 - c) If MAC proposes non-aeronautical uses on part of the airport site, the city will consider such Comprehensive Plan amendments, Zoning Map revisions and Conditional Use Permits in accordance with the city's normal exercise of its land use authority for such uses.
2. Due to declining demand for this type of aviation facility, both in the Twin Cities metropolitan region and nationally, it is conceivable that at some future time MAC and Metropolitan Council will determine that the Crystal Airport is no longer needed as part of the regional aviation system. For this reason, the city's policies towards the Crystal Airport also include the following:
- a) Support redevelopment of the site for a mixture of job-creating commercial and industrial development as well as new residential development consistent with the city's housing goals.
 - b) If closure and redevelopment are to occur, the city will engage a master planning process including extensive community involvement and participation by other units of government to determine a more specific vision for the site.

FIGURE M-1 RELIEVER AIRPORT OPERATIONS 1997-2009



Data are actual operations from FAA tower records

“STP” is St. Paul Downtown, “FCM” is Flying Cloud, “ANE” is Anoka County, and “MIC” is Crystal

TABLE M-1 CURRENT UTILIZATION OF AIRSIDE CAPACITY

Airport	Capacity	2009 Operations	Percent of Capacity
Airlake	230,000	39,000	17.0%
Anoka County	230,000	68,503	29.8%
Crystal	355,000	42,311	11.9%
Flying Cloud	355,000	117,180	33.0%
Lake Elmo	230,000	37,000	16.1%
St. Paul	265,000	91,304	34.5%
Total - MAC Relievers	1,665,000	395,298	23.7%

Capacity (“Annual Service Volume”) provided by MAC

2009 Operations provided by FAA (actual for towered relievers, estimated for non-towered)

TABLE M-2 2025 FORECAST AIRSIDE CAPACITY

Airport	Capacity	2025 Operations	Percent of Capacity
Airlake	230,000	104,009	45.2%
Anoka County	230,000	123,990	53.9%
Crystal	230,000	89,644	39.0%
Flying Cloud	355,000	179,390	50.5%
Lake Elmo	230,000	91,020	39.6%
St. Paul	265,000	181,266	68.4%
Total - MAC Relievers	1,540,000	769,319	50.0%

Capacity (“Annual Service Volume”) provided by MAC; Crystal’s capacity reduction reflects the proposed reduction from four to two runways as indicated in the LTCP adopted by MAC

2025 Operations forecast provided by FAA

TABLE M-3 LANDSIDE CAPACITY (AIRCRAFT STORAGE)

Airport	Hangar Spaces	All Based Aircraft (2010)		Airworthy Based Aircraft (2010)	
		Number	% Capacity	Number	% Capacity
Airlake ¹	160	123	76.9%	94	58.8%
Anoka County ²	670	392	58.5%	300	44.8%
Crystal ³	382	204	53.4%	172	45.0%
Flying Cloud ⁴	450	370	82.2%	288	64.0%
Lake Elmo ⁵	256	180	70.3%	144	56.3%
St. Paul	159	96	60.4%	92	57.9%
Total - MAC Relievers	2,077	1,365	65.7%	1,090	52.5%

¹Does not include 83 additional hangar spaces proposed by MAC at Airlake by 2025

²Includes 160 additional hangar spaces currently under development at Anoka County in the northwest hangar area, but does not include 102 additional hangar spaces proposed by MAC at Anoka County by 2025

³Does not include 74 additional hangar spaces proposed by MAC at Crystal by 2025

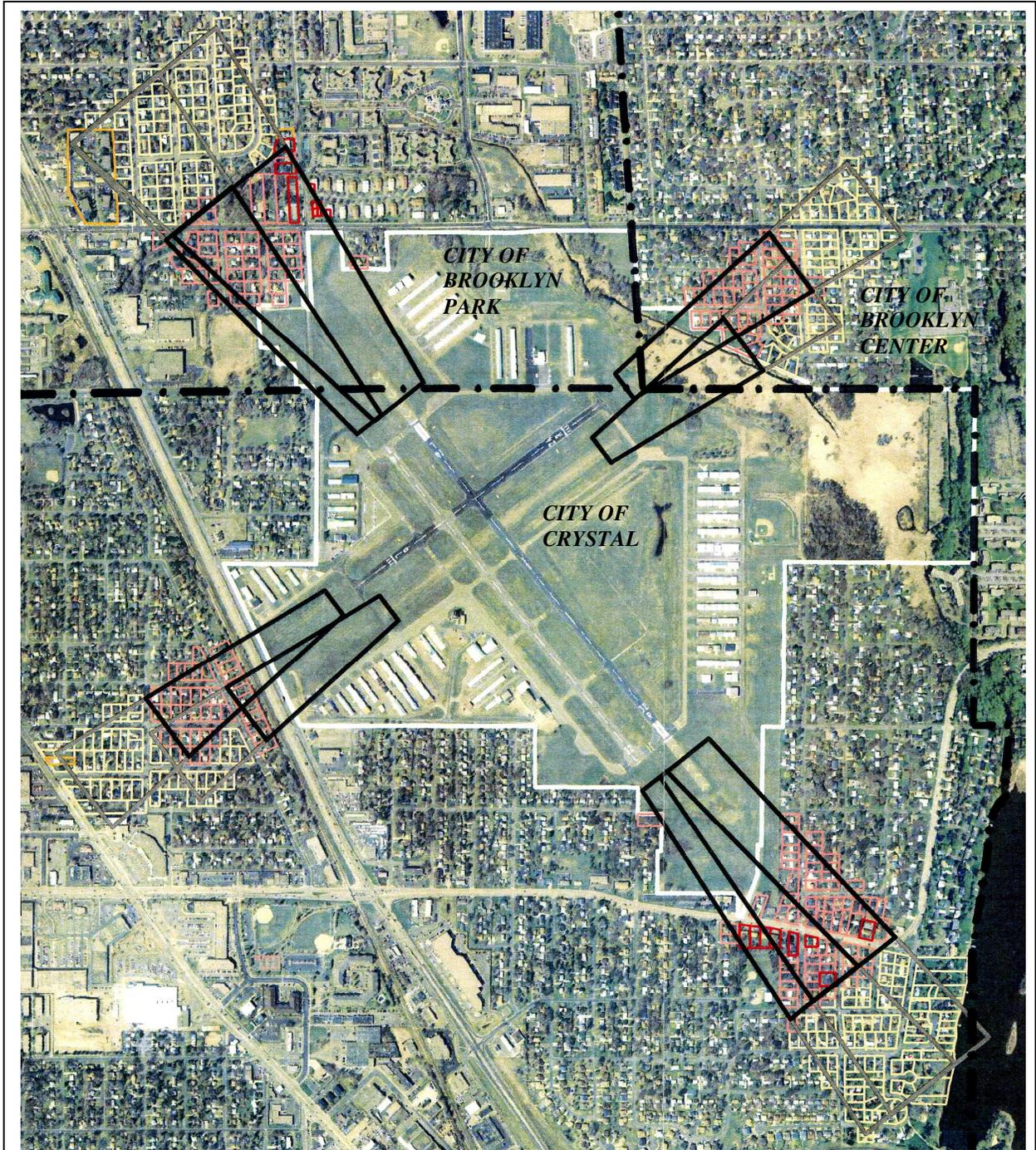
⁴Does not include 176 additional hangar spaces proposed by MAC at Flying Cloud by 2025

⁵Does not include 60 additional hangar spaces proposed by MAC at Lake Elmo by 2025

Hangar Spaces provided by MAC

Based Aircraft and Airworthy Based Aircraft provided by MnDOT

FIGURE M-2 EXISTING RUNWAY CONFIGURATION (2010)



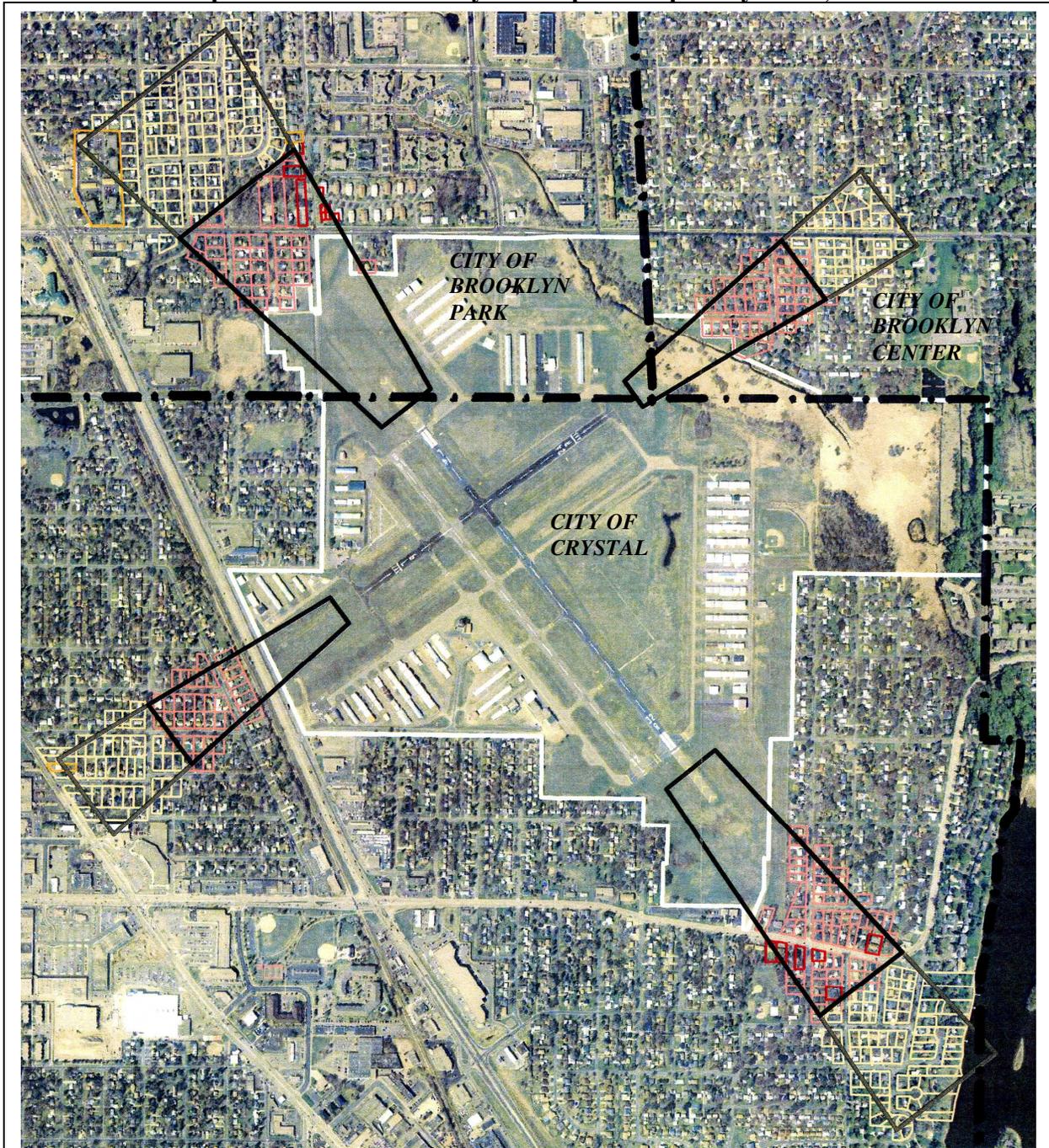
Safety Zone Impacts - Current Runway Configuration

*Based on the runway configuration existing in 2007
Aerial photo and mapping provided by MAC*



- | | | |
|---|--|---|
|  Safety Zone A |  Single-family parcels in A |  Multi-family parcels in A |
|  Safety Zone B |  Single-family parcels in B |  Multi-family parcels in B |

FIGURE M-3 FUTURE RUNWAY CONFIGURATION (Based on Long-Term Comprehensive Plan for Crystal Airport adopted by MAC)



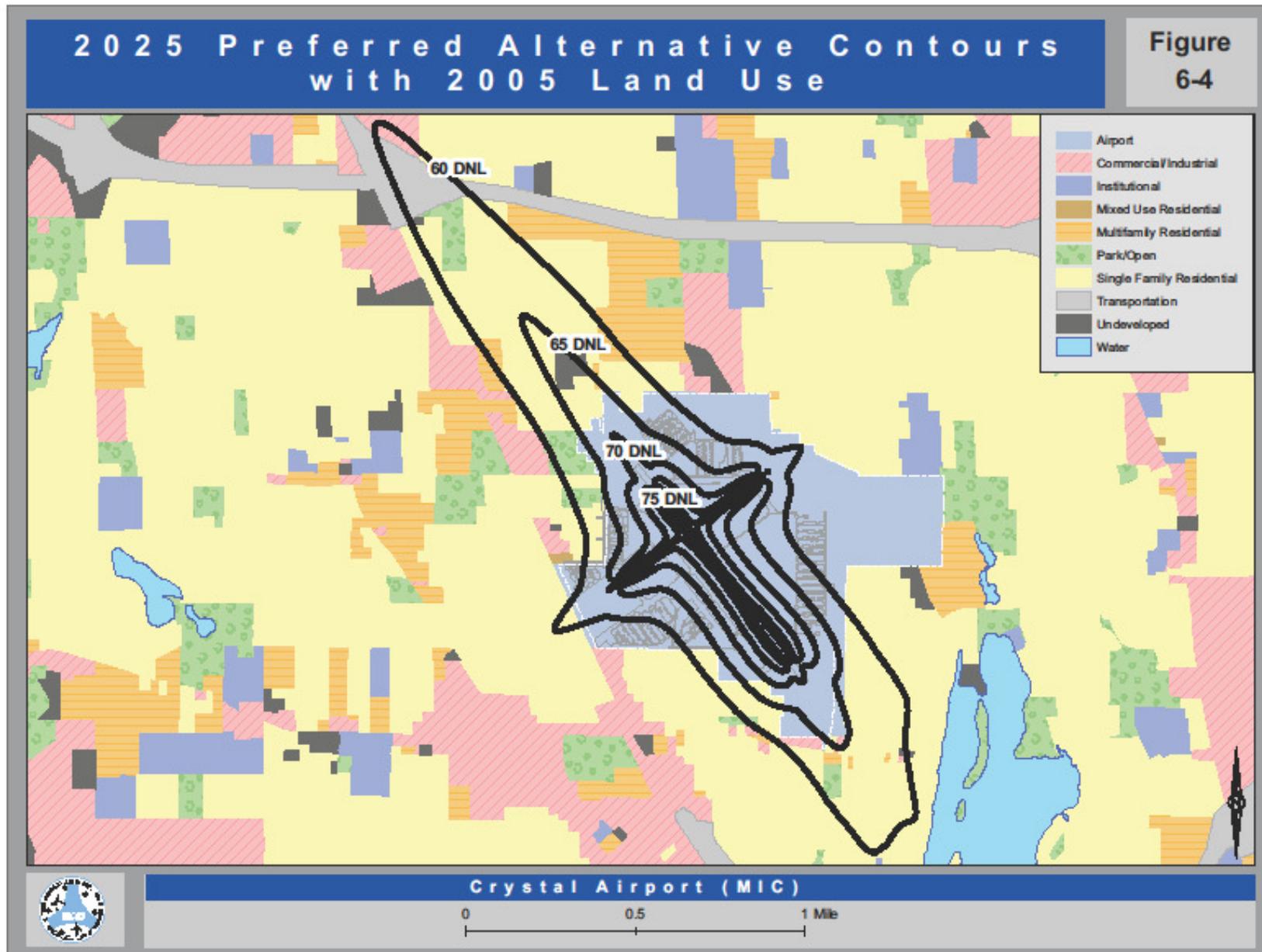
Safety Zone Impacts - Proposed Runway Configuration

*Based on the runway configuration identified as the Preferred Alternative by MAC in December 2007
Aerial photo and mapping provided by MAC*



- | | | |
|---------------|----------------------------|---------------------------|
| Safety Zone A | Single-family parcels in A | Multi-family parcels in A |
| Safety Zone B | Single-family parcels in B | Multi-family parcels in B |

FIGURE M-4 2025 FORECAST NOISE CONTOURS (FROM MAC'S LONG TERM COMPREHENSIVE PLAN)



PUBLIC COMMENT RECEIVED
(Comments presented as written, without correction.)

COMMENT CARD SUMMARY FROM OPEN HOUSE #1 (November 15, 2007):

- Keep the airport – a great asset to Crystal. Don't let greedy developers lead you astray!
- The airport is a good thing – it keeps the large commercial jets away – the WW II planes are enjoyable to watch fly in and out – It is the Crystal airport – it gives Crystal an identity for the county wide flying community.
- Develop airport light industrial ASAP
- I'm all for doing something productive with the airport when it is closed.
- Crystal Airport – Update & please keep operations going.
- Air Port Leave it alone Add eating establishment. So a person can enjoy it.
- Air Port - Leave alone or add eating place reason to go to while enjoying air planes
- I repeat for the umpteenth time – Keep the airport as is
- Please condemn the airport or somehow turn it into light industrial, to provide jobs. I heard someone say it's a buffer zone between their house & perceived crime in Brooklyn Park + Br Center
- Because of central location – how about the Vikings stadium on the Crystal Airport site. It's a perfect location. Think big – Hotels, shopping, condo's, etc.
- I think the Crystal Airport is a part of Crystal history that should remain as long as there is use. If the airport was closed I would not want to see anything other than single family homes on this land – except right along Lakeland Avenue where maybe commercial or light industrial would be better.

COMMENT CARD SUMMARY FROM OPEN HOUSE #2 (April 17, 2008):

- Airport – As homeowner's who may lose our home due to safety zones – we are NOT in favor of closing the airport. Please be fair in giving a clear and truthful status from the MAC's side – they plan to keep it open - no more negative spin by the city.
- Airport – By all means keep it! This is part of Crystal's identity. If some other use needs to be made on the property, a small restaurant or coffee bar would attract both pilots, employees, and observers. – But keep the airport open!
- Keep the Airport. It's part of our identity.

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OTHER PUBLIC FACILITIES

CHAPTER N PARKS AND OPEN SPACE

CHAPTER O WATER RESOURCES

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CHAPTER N PARKS AND OPEN SPACE

CHAPTER OVERVIEW

The Parks chapter describes the existing system of parks and trails in the city, and describes the land use -related goals and policies necessary to achieve the planned system of parks and trails in the city.

Section 1 breaks down the city’s existing facilities into five categories and describes the desired characteristics and typical facilities for each type.

Section 2 contains the goals and policies addressing not only the general needs of the city but specific approaches to neighborhood parks and natural features. It is important to note that the Comprehensive Plan deals primarily with land use -related impacts. For this reason, it does not include detailed and specific facility or programming changes to the parks and recreation system. Rather, such changes are addressed in the Capital Improvements Program updated annually by the City Council with the input of the Parks and Recreation Commission.

Section 3 describes the implementation items necessary to achieve the planned parks and trail system, such as acquisition of additional park property and the need for detailed feasibility studies for potential long-range projects. As with goals and policies (see above), the Comprehensive Plan does not discuss implementation items that have little or no land use impact. Section 3 also contains maps showing the existing system and also what the planned ultimate system would contain if all of these items are implemented.

Section 4 contains a summary of public comments received regarding the materials presented at the two open houses.

SECTION 1 EXISTING PARKS AND TRAIL SYSTEM

A. NEIGHBORHOOD PARKS

Neighborhood Parks are the majority of Crystal’s parks. They are designed to meet the needs of the residential properties within a walking distance of typically no more than ½ mile. They are intended to serve small groups and provide places for unstructured play. Neighborhood parks vary in size, depending on the size of their service area and the structures and equipment they contain. Example: Welcome Park located along Welcome Avenue south of 47th Avenue.

List of Neighborhood Parks for the purposes of this plan:

Skyway Park	Broadway Park
North Bass Lake Park	Twin Oak Park
Lions Soo Line Park	Iron Horse Park
Welcome Park	Kentucky Park
Crystal Highlands Park	Lee Park
Sunnyview Park	Yunker Park

FIGURE N-1: EXAMPLE OF A NEIGHBORHOOD PARK
Welcome Park (looking northwest from 46th Avenue)



B. COMMUNITY PARKS

Community Parks emphasize structured, group oriented activities such as athletic games, aquatics, sliding, large playgrounds, and picnic facilities. They also typically include the same type of facilities and equipment contained within Neighborhood Parks.

List of Community Parks for the purposes of this plan:

North Lions Park	Crystal Community Center - Forest Park (paired)
Valley Place Park	Bassett Creek Park

FIGURE N-3 **EXAMPLE OF A SPECIALTY PARK**
Becker Park (looking east from Sherburne Avenue)



D. CONSERVANCY AREAS

Conservancy Areas focus on passive activities and green spaces, including some water retention ponds and similar facilities.

List of Conservancy Areas for the purposes of this plan:

MAC Park	Twin Lake Shores
Memory Lane Pond	Brownwood Pond
Schutz Park	Florida Pond
The Preserve at Hagemeister Pond	The Preserve at Bassett Creek

FIGURE N-4 **EXAMPLE OF A CONSERVANCY AREA**
The Preserve at Hagemeister Pond (looking south from 41st Avenue)



E. TRAIL SYSTEM

The trail system consists of Sidewalks, Multi-Use Paths, and Bike Lanes identified in Chapter K (Non-Motorized Transportation). The trail system is intended to make connections among neighborhoods, parks, public or semi-public facilities, shopping areas and workplaces.

FIGURE N-5 **EXAMPLE OF A SIDEWALK AND SHOULDER BIKE LANE**
CSAH 10 (Bass Lake Road)



FIGURE N-6 **EXAMPLE OF A MULTI-USE PATH**
Trunk Highway 100 noise wall



**SECTION 2
GOALS AND POLICIES**

1. Consider specific facility options with the following three general goals of the Park & Recreation Commission in mind:
 - Preserve and enhance open space
 - Connect neighborhoods
 - Upgrade and modernize the infrastructure
2. Increase emphasis on passive recreation as warranted by changing demographics and lifestyles.
3. To the extent feasible in a fully developed community, expand existing parks and acquire additional park sites as specific needs are determined and opportunities are identified.
4. Planning for the park system should place an increased emphasis on a community perspective, with a secondary emphasis on neighborhoods.
5. Specific park facility improvements should attempt to maximize adaptive flexibility so that the parks may change as the needs of the neighborhood and community change.
6. Facilities within neighborhood parks will be evaluated and improvements will be considered based on the following table:

TABLE N-1 FACILITIES NEEDS IN NEIGHBORHOOD PARKS

<i>Important for all neighborhood parks</i>	<i>Surplus items to be considered for removal</i>	<i>Suggestions for additional facilities to consider</i>
Open areas for unorganized play (baseball, soccer, football, etc)	Secondary ball fields	Drinking fountains
Playground equipment	Locked & unused shelters	Simple, low cost, aquatic toys such as spray fountains
Picnic areas		Shade structures for picnic & playgrounds
Pleasure skating rinks (if rinks are not available at nearby parks)		Restroom facilities
Security lighting		Tricycle trails (intended to keep young children off the streets)
Benches, especially near the playground equipment		Community gardens (flower & vegetable)
Basketball half courts (usually unfenced)		Skateboard spots
		Individual benches

7. Maximize opportunities to make water bodies more appealing, for example, by continuing and expanding the planting of appropriate vegetation adjacent to stormwater ponds, creeks and lakefront in parks or on other public property. In addition to improving the aesthetics of the site, it will help to improve water quality over time.
8. To the extent feasible in a first tier suburb, develop trails to improve the connectivity among park sites, community facilities, residential neighborhoods and commercial areas.
9. Continue to require park dedication or payment-in-lieu, as appropriate, for any new development that results in an increased number of residential dwelling units or acres of other development in the city. Such funds will be used for capital improvements to the parks system including but not limited to land acquisition, clearance and site preparation for parks or open space use; expansion or improvement of existing facilities; and construction of new facilities.

SECTION 3 IMPLEMENTATION

In general, the implementation items listed in this plan are limited to those that directly impact land use, transportation, or other elements of the Comprehensive Plan. Changes that do not impact the elements of this plan, for example, removing a softball field and installing a soccer field in its place, are not listed among the implementation items below. Instead, such programming-related changes are described in other documents and the city's capital improvement program reviewed by the Park & Recreation Commission and approved by the City Council.

1. Adopt an official Parks Map and Facilities Guide, showing existing facilities including an inventory of facilities at each park. Make it available on the city website as well as at community facilities and in the new homeowner packets. To ensure its usefulness by the general public, this map and guide will be updated as additional facilities are added.
2. Continue incremental expansion of Hagemeister Pond Preserve in accordance with the adopted 2000 master plan and/or as opportunities for voluntary acquisition arise.
3. Continue to acquire additional park land throughout the city as needed and as funding allows. Such efforts should focus on acquisitions that solve continuity issues (i.e. buying the "last piece" to complete a park site) or allow for specific facilities to be added to the park system.
4. Concurrent with the feasibility study for a trail connection along the 'Chain of Ponds' (Memory Lane, Brownwood, Hagemeister and Gaulke) as described in Chapter K (Non-Motorized Transportation), consider opportunities for additional public open space in this area.
5. Concurrent with the feasibility study for a trail connection along Bassett Creek between 32nd Avenue and 36th Avenue as described in Chapter K (Non-Motorized Transportation), consider opportunities for public open space in this area. NOTE: This item was not supported by all members of the Task Force.

6. To facilitate an improved pedestrian connection between the Crystal Community Center and the oversize gymnasium at Forest Elementary School, study various options and determine whether additional pedestrian facilities are warranted. Among the options are the following facilities:
 - Existing sidewalk along 47th Avenue from Douglas Drive to the school. (This is an existing sidewalk which would be reconstructed as part of Forest North neighborhood street reconstruction tentatively planned for 2013.)
 - Marked crosswalk at 48th Avenue.
 - Potential sidewalk along 48th Avenue from Douglas Drive to the school.
 - Existing marked crosswalk at Fairview Avenue.

7. Study options for relocating the Public Works materials stockpile from Bassett Creek Park to some other location. Such relocation would likely have to be considered concurrent with the closure of the existing gravel segment of Brunswick Avenue.

FIGURE N-7(a) EXISTING PARK AND TRAIL SYSTEM (NORTH HALF)

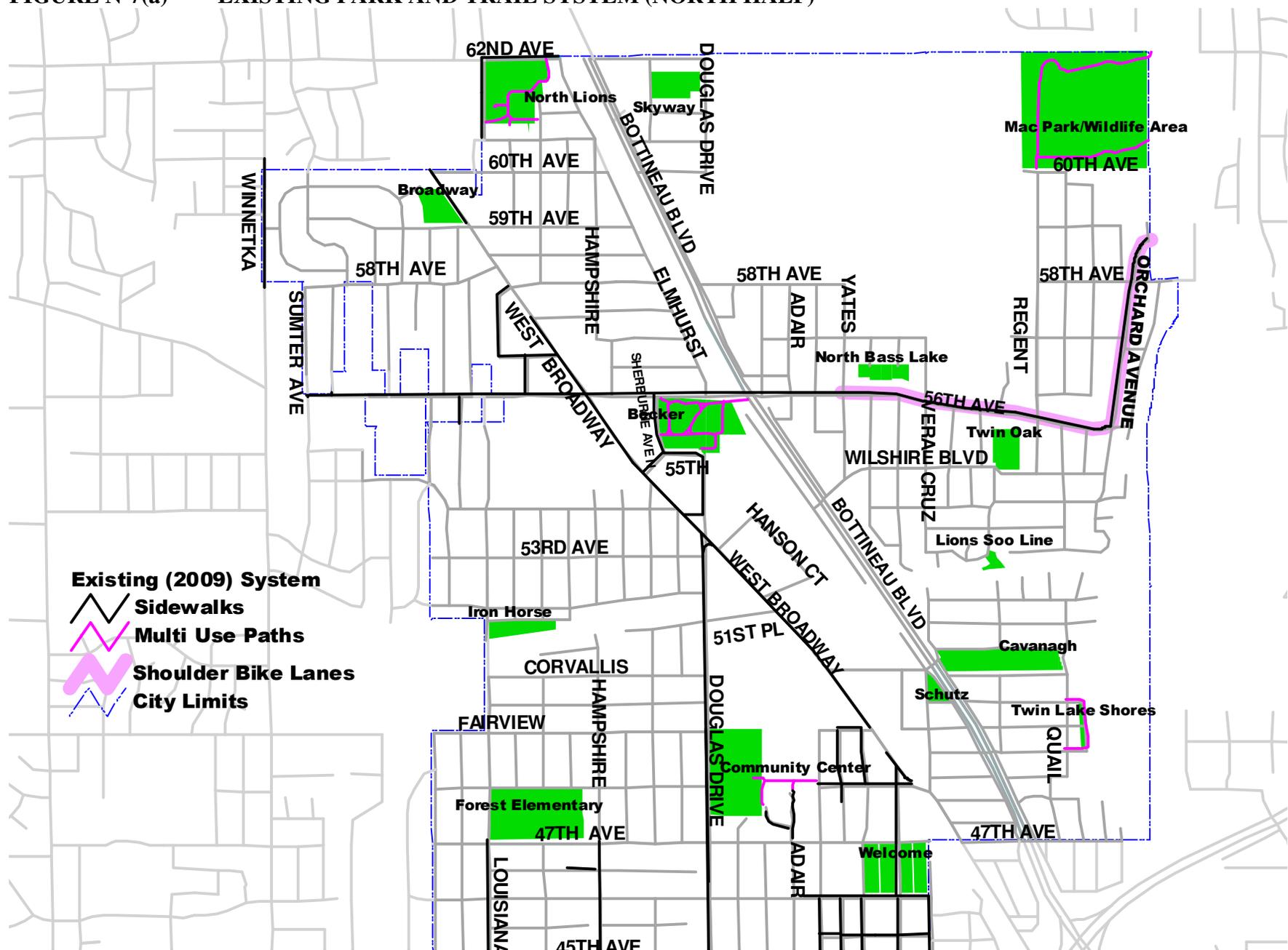


FIGURE N-7(b) EXISTING PARK AND TRAIL SYSTEM (SOUTH HALF)

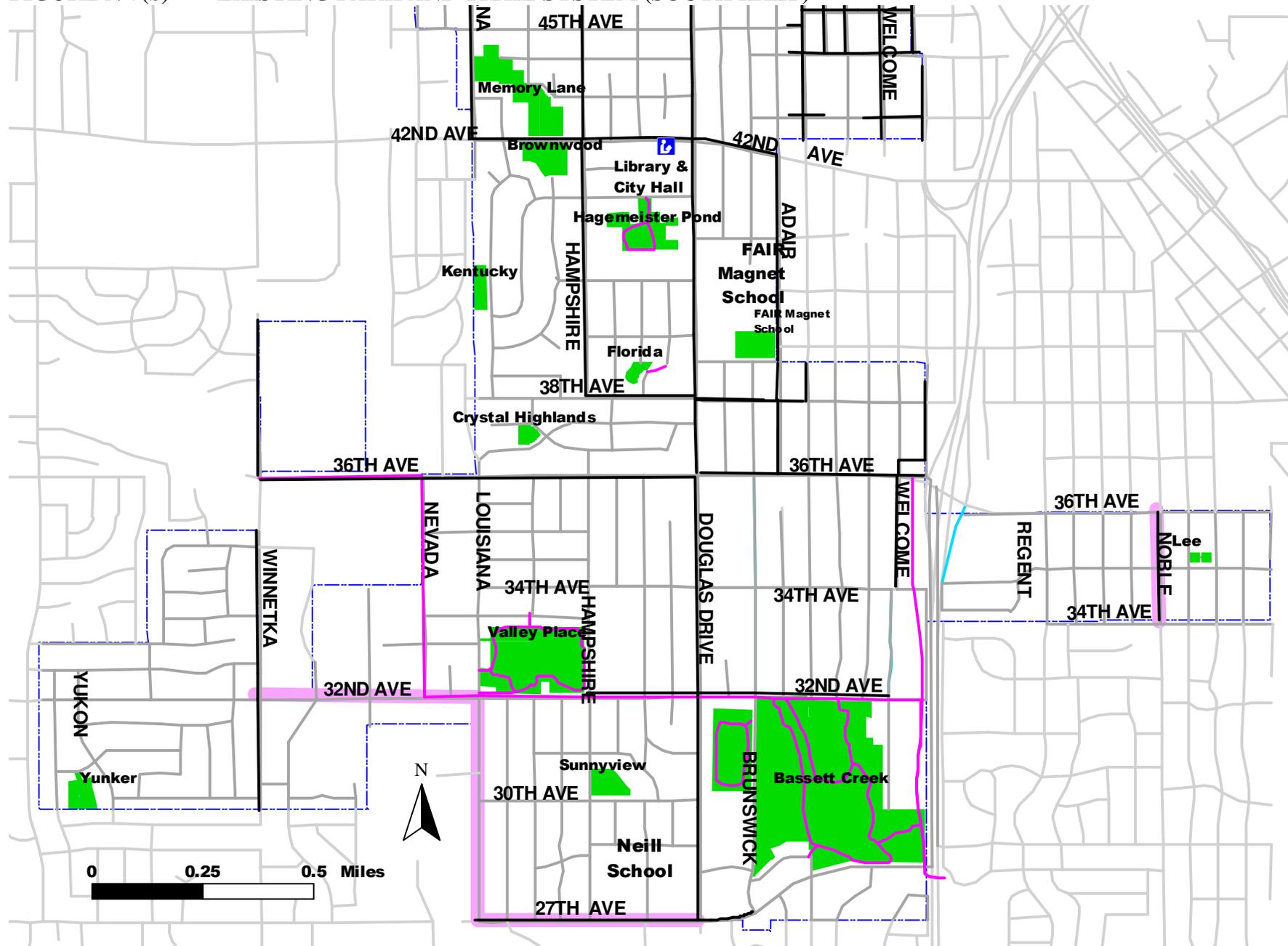


FIGURE N-8(a) PLANNED ULTIMATE PARK AND TRAIL SYSTEM (NORTH HALF)

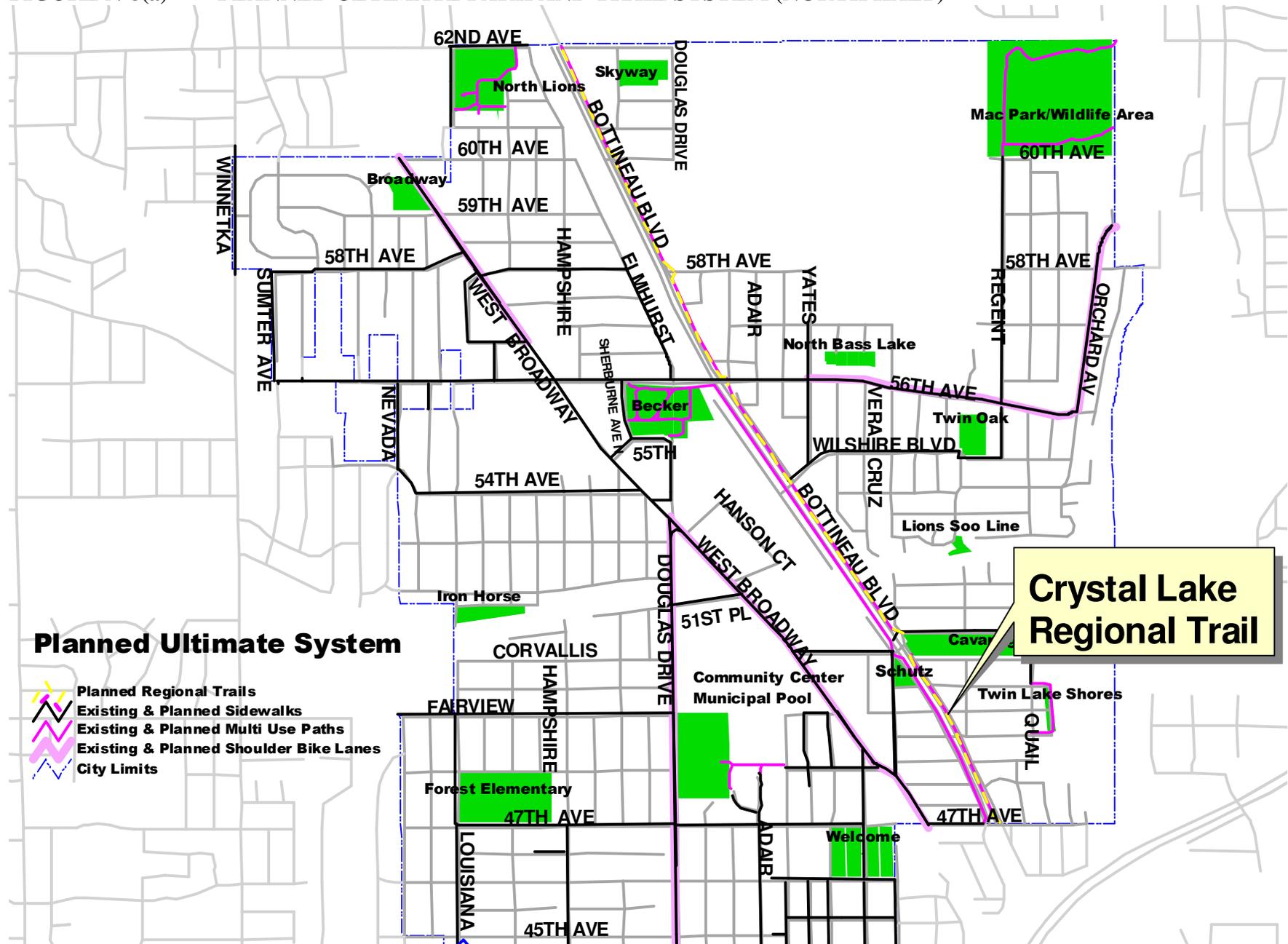
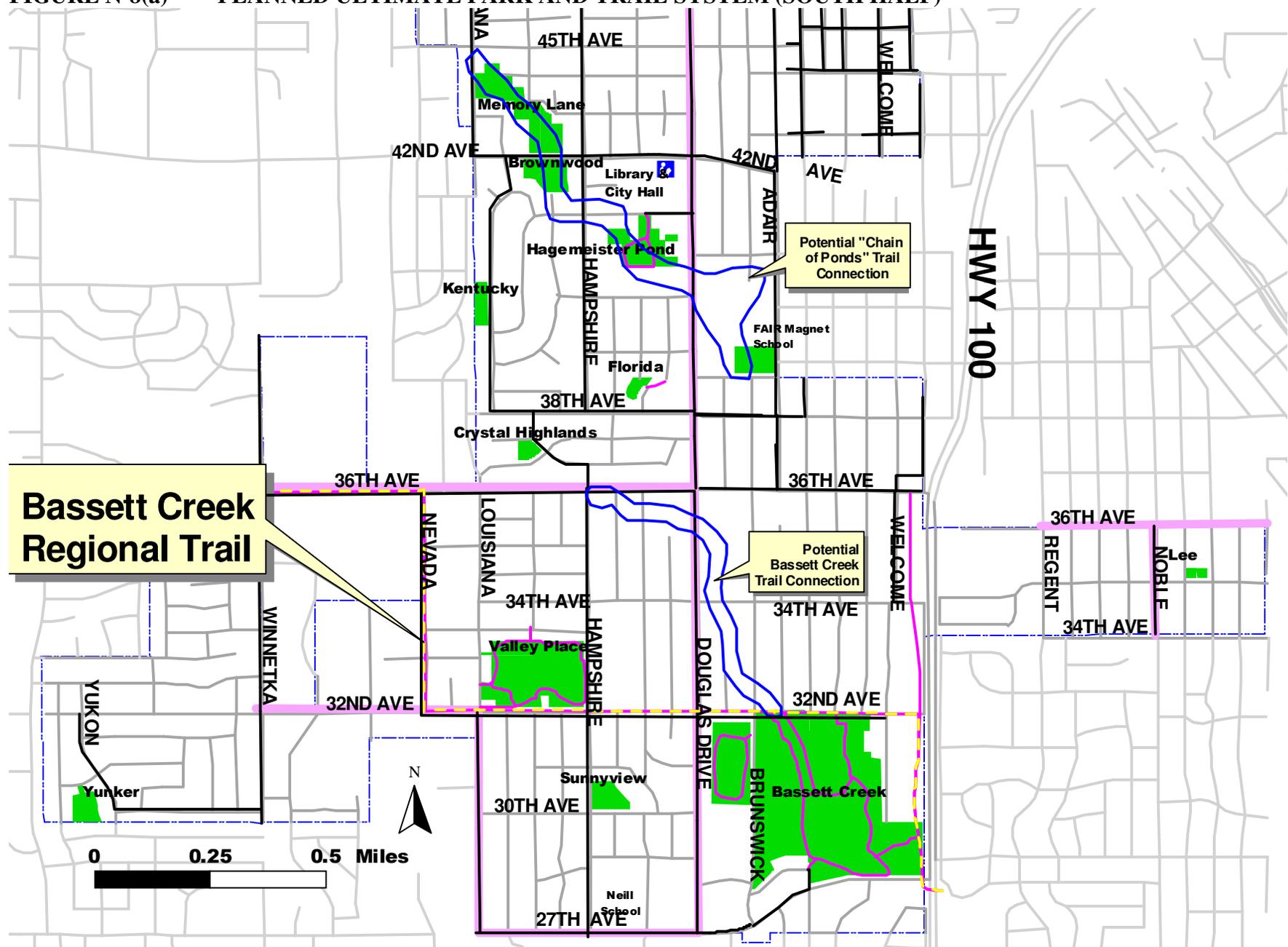


FIGURE N-8(a) PLANNED ULTIMATE PARK AND TRAIL SYSTEM (SOUTH HALF)



SECTION 4
PUBLIC COMMENT RECEIVED
(Comments presented as written, without correction.)

COMMENT CARD SUMMARY FROM OPEN HOUSE #1 (November 15, 2007):

- Skyway Park - Could we just update this park to make it safer for the kids. We could form 2 community groups to keep it free of the broken beer bottles & used condoms.
- Please improve Iron Horse Park-I mean, enlarge it. When my son was younger, I took him + his friends to the park a lot. I've been a member of the Henn Co./3 rivers Parks too, but Iron Horse is near + nice. Thank you for the new equipment. Please enlarge Iron Horse Park.
- There is an excellent opportunity to expand Bassette Creek Park to the West & also to remove Brunswick Ave N. thru the park
- When are we going to put in a dog park? It is needed + would build sense of community getting tired of driving to Plymouth + Champlin!

COMMENT CARD SUMMARY FROM OPEN HOUSE #2 (April 17, 2008):

- Put in a new bench on the north side of Bassett Ck. Park along 32nd by either the east or west parking lot.
- Dog park needed
- 1. Need to be green, ecology, and provide habitat for wildlife. 2. Why/don't cut the trees shrubs, natural vegetation around ponds (Bassett Creek, etc.)
- City should encourage, not discourage, sledding on Memory Park Hill. Leave the light on during the evening in winter.
- Crystal needs to be green, emphasize ecology, and provide habitat for birds and wildlife. Stop cutting the willows & cottonwoods on the shorelines of Bassett Ck. & other ponds.

CHAPTER O WATER RESOURCES

CHAPTER OVERVIEW

The Water Resources chapter is comprised of three sections:

Section 1: Wastewater and comprehensive sewer plan

Section 2: Surface water management plan to protect water quality and address water quantity issues

Section 3: Water supply plan to ensure a safe and sufficient water supply now and in the future.

SECTION 1 WASTEWATER AND COMPREHENSIVE SEWER PLAN

Crystal is a fully developed community, and as such, the land use changes contemplated in this Comprehensive Plan are expected to have an insignificant impact on the regional wastewater treatment and disposal system.

The city's sanitary sewer collection system is complete and the city's focus will continue to be on maintenance and preservation of the existing system. The city does not anticipate construction of any major sanitary sewer trunk lines or lift stations through 2030.

Metropolitan Council forecasts that both average and peak flows will decline slightly through 2030. Their forecasts are based on their growth forecasts for population, households and employment (see Chapter D). However, the city forecasts stability in population, somewhat slower growth in housing units and much slower growth in employment when compared with Metropolitan Council's forecasts (see Chapter E). Therefore the city's expectation is that actual flow rates will trend at or below the Metropolitan Council forecasts through 2030.

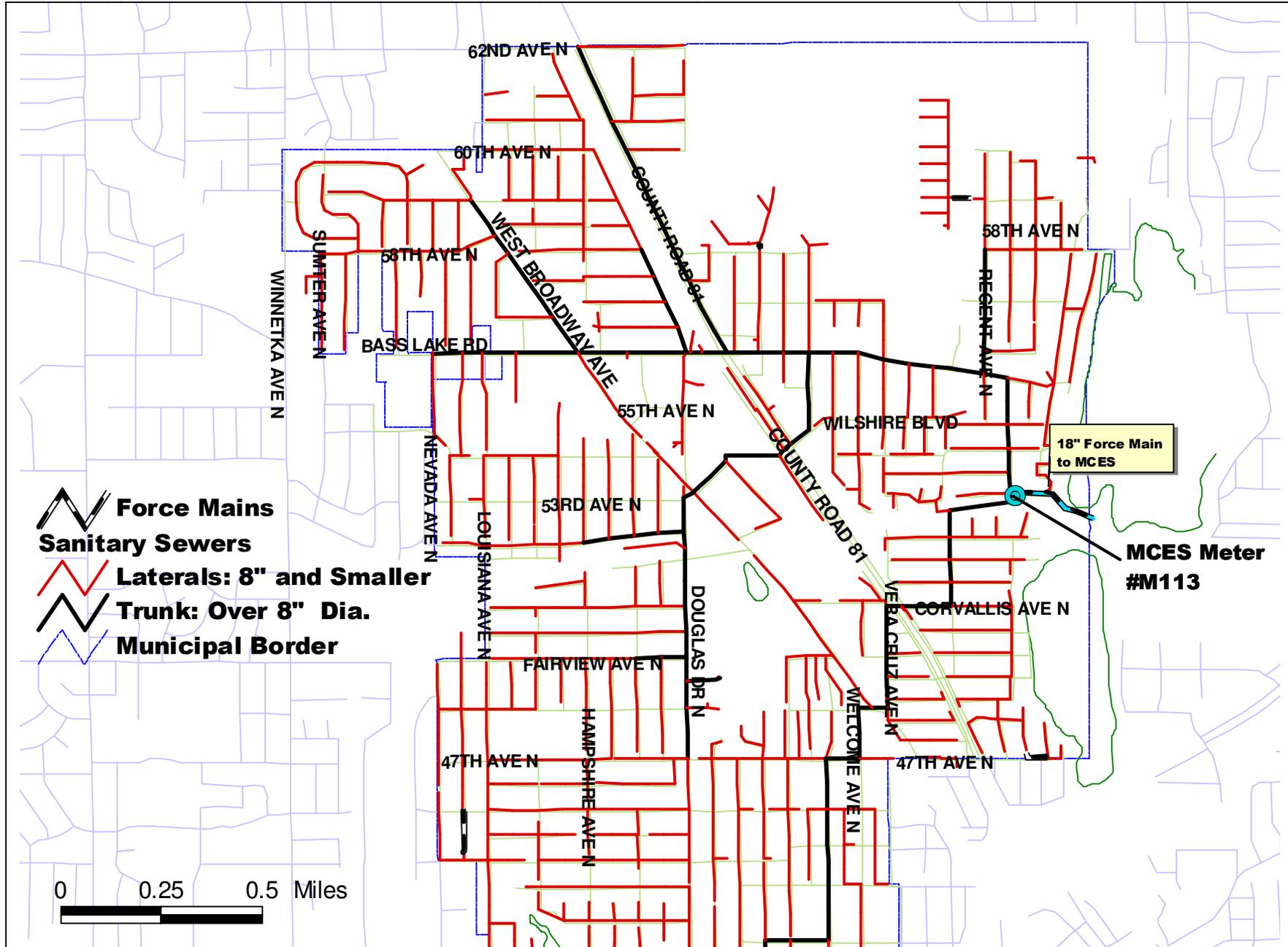
TABLE O-1 SANITARY SEWER FLOW FORECASTS

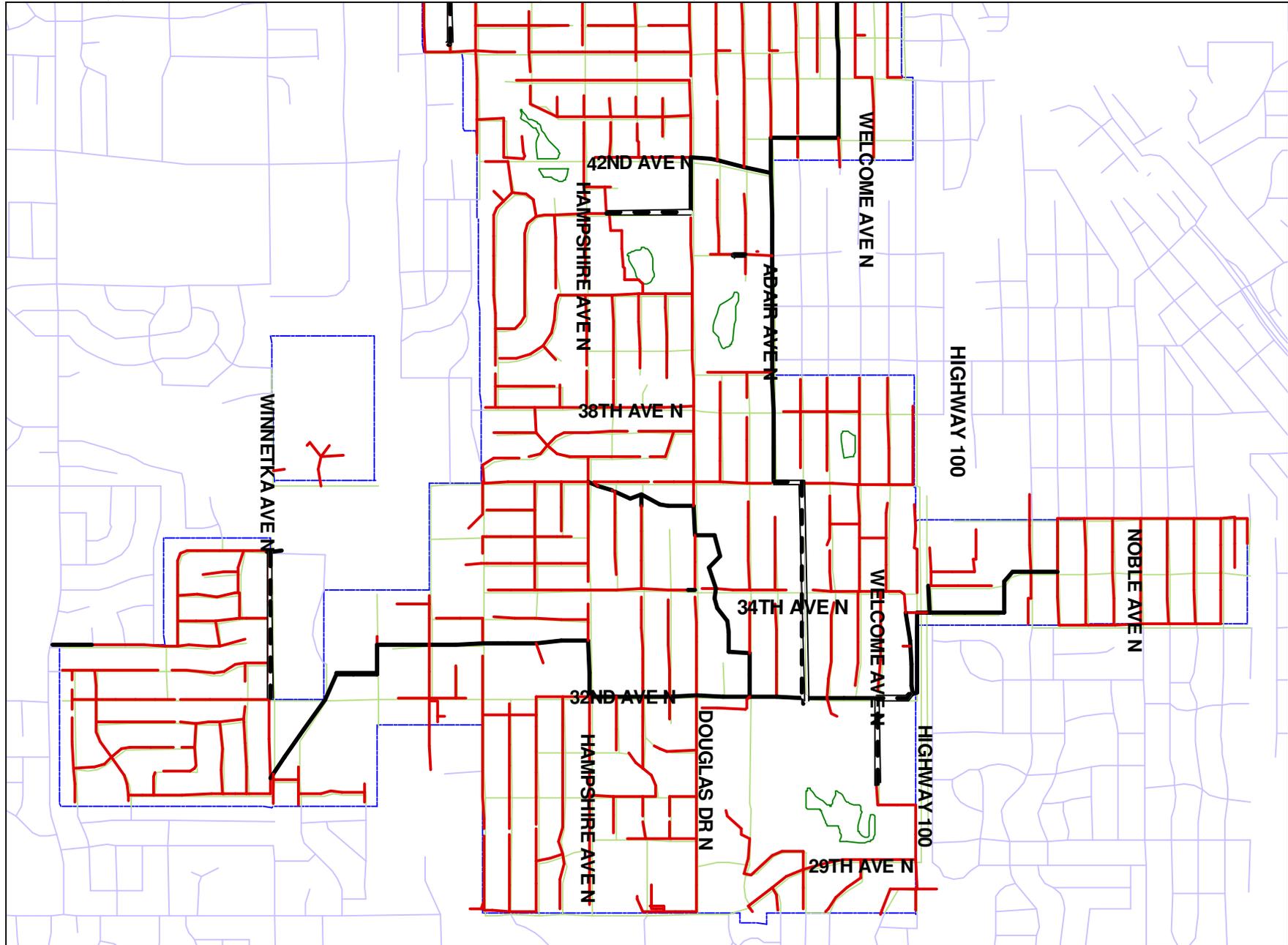
	2010	2020	2030
Sewered Population	22,000	22,000	22,100
Sewered Households	9,400	9,700	10,000
Sewered Employment	5,900	6,300	6,600
Average Annual Wastewater Flow (MGD)	2.19	2.13	2.09
Allowable Peak Hourly Flow (MGD)	6.13	5.97	5.85

"MGD" means Millions of Gallons per Day

MAP O-1(a)

SANITARY SEWER SYSTEM (NORTH HALF)





The city does not anticipate that any trunk sanitary sewer lines will need to be added to the system by 2030.

The city no longer has any Individual Sewage Treatment Systems (ISTS) within its boundaries. The only ISTS existing upon completion of the 2000 Comprehensive Plan Update was located at 3812 Florida Avenue North. This property was connected to the city water and sanitary sewer service in October 2003.

The city is committed to preventing and reducing excessive infiltration and inflow (“I/I”) in the local sewer system. To that end, the city has implemented the following policies:

- The city prohibits connection of sump pumps and foundation drains to the sanitary sewer.
- Upon sale or rental of any residential property in the city, the Housing Maintenance Compliance process includes an inspection for prohibited connections to the sanitary sewer, with corrections required as part of the inspector’s orders.
- The city is inspecting all properties in those areas exhibiting disproportionately high I/I for prohibited connections to the sanitary sewer and is ordering removal of any unlawful connections. These inspections and corrections are required even for properties that are not being sold or rented.
- Upon reconstruction of neighborhood streets, the city offers to install sump boxes in the boulevard in those locations where drain tile or storm sewer will be located adjacent to the street.
- Also as part of its neighborhood street reconstruction program, the city televises its sanitary sewer mains in each project area and repairs or replaces pipes and manholes that have been compromised. Slightly more than half the city’s neighborhoods have had their streets reconstructed, and the city expects to reconstruct the remainder of its streets by 2017.
- As part of its 2009-2010 water meter replacement program, each house in the city not previously inspected will be inspected for prohibited connections to the sanitary sewer and the city will order removal of any unlawful connections.

SECTION 2 SURFACE WATER MANAGEMENT PLAN

The City of Crystal lies within the Bassett Creek and Shingle Creek watersheds. The city has submitted a Surface Water Management Plan which has been accepted by Metropolitan Council. Therefore the City of Crystal’s Surface Water Management Plan is included in this Comprehensive Plan by reference.

SECTION 3 WATER SUPPLY PLAN

The Joint Water Commission (JWC) owns and operates the water supply for the cities of Crystal, New Hope and Golden Valley. The JWC has submitted a Water Supply Plan which has been accepted by Metropolitan Council and which meets the planning requirement for each city. Therefore the JWC’s Water Supply Plan is included in this Comprehensive Plan by reference.

IMPLEMENTATION

CHAPTER P IMPLEMENTATION SUMMARY

Metropolitan Council requires a summary of the following implementation tools in addition to them being included as Appendices to this plan:

- **Subdivision Ordinance.** The city's regulations governing the subdivision of land are contained within Section 505 of Crystal City Code. This section described the requirements and approval process for lot divisions, combinations and plats.
- **Zoning Ordinance.** The city's regulations governing the development and use of property are contained within Section 515 of Crystal City Code. This section divides the city into six zoning districts: three residential, two commercial and one industrial. The code also provides for a flexible, mixed use Planned Development district and overlay districts for flood zones, shoreland areas and the Crystal Airport.
- **Site Plan Review.** The city establishes guidelines for site and building plans in Section 520 of Crystal City Code. Generally, this section is applicable to specific development proposals for buildings or uses larger than one or two family dwellings.
- **Storm Water Management.** The city regulates land disturbing activities which may impact surface water quality under Section 530 of Crystal City Code.
- **Capital Improvement Program.** The city's plan for capital improvements is updated and presented to the City Council for consideration and approval during each year's budget cycle.

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